

PORSCHE 991 CARRERA T ● HARTECH ECO-POWER ● 987 BOXSTER BUYING GUIDE

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One of the challenges of producing *911 & Porsche World* is trying to fill a limited number of pages with content appealing to a wide range of Porsche enthusiasts with interests in different aspects of the marque. A die-hard early 911 enthusiast might not care for cars from the manufacturer's transaxle family of products. Similarly, a 356 addict may have little interest in Boxsters. Ours is a broad church, and though this can encourage head-scratching when I'm planning editorial for the magazine, it's all the better for it.

With this in mind, the opportunity to compare and contrast a first-generation 991 Carrera GTS (previously hailed in these pages as a future 911 icon) with a 968 Club Sport was one not to pass up. That both

cars come from single ownership and are finished in eye-popping factory colours made the occasion even sweeter. There's also the fact these are two of my favourite Porsche models, although it's safe to assume I'm not alone in rating them so highly.

On the face of it, these modern classics have little in common, but dig deep and you'll discover they share the same DNA, despite being based on radically different designs. As far as two-car garages go, this one takes some beating. I hope you enjoy our review.



**Dan Furr** Editor  
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## FEATURES

**10** **BACK IN TIME FOR T**  
Fresh evaluation of the 991 Carrera T.

**34** **KILLER COLOUR COMBO**  
Testing the 968 Club Sport and 991 GTS.

**50** **THE ACID TEST**  
Sampling the 718 Cayman GT4 RS.

**58** **INDYPENDENT THINKING**  
Porsche preparations for the Indy 500.

**66** **PAPARAZZI PORSCHE**  
A massively modified Carrera 3.2.

**74** **POWER OF THREE**  
The 944 Turbo S on its way to 500bhp.

**82** **REVOLUTIONARY SERVICE**  
We pay a visit to RPM Specialist Cars.

**90** **BUYING FIRST-GEN 987 BOXSTER**  
What you need to know when on the hunt.

**96** **ECO-POWER TO THE PEOPLE**  
The problem with reducing speed limits.

**102** **FIX 997 HOT START ISSUES**  
Our latest step-by-step 'how to' guide.







34



50



112



82



74



116



66

## REGULARS

- 18 THE BULLETIN**  
The latest news from planet Porsche.
- 24 ESSENTIALS**  
New products for you and your Porsche.
- 31 COMMENT**  
Karl Meyer and Alex Manos on car sales.
- 112 THE FAST FLEET**  
Our 981 Boxster S and 991 Carrera GTS.
- 122 MARKET WATCH**  
Porsches catching our eye at auction.
- 130 NEXT ISSUE PREVIEW**  
Experts pick 2024's best buys.





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# BACK IN TIME FOR T

Following last month's review of the 992-generation 911 Carrera T, we revisit its predecessor, regarded as one of the finest models in the entire 991 line-up...

Words James Fossdyke Photography Dan Sherwood











**R**ather than adding power, add lightness. Colin Chapman used this idea to great effect with his Lotus race cars. Porsche has done much the same with its road cars. The natural conclusion of this approach, as well as Porsche's seemingly tireless pursuit of niches within niches, was the 911 Carrera T. Launched as part of the 991 generation, it became one of the best — and, indeed, best value — options in the range and therefore one of the most desirable 911s of modern times. Is this still the case, though? With a new 911 Carrera T now on the market, we decided to revisit 'old faithful' to see whether it remains as compelling as we remember, and to find out whether progress is always a good thing.

The 991 Carrera T still looks the part, primarily because the 991 still looks the part. One of the advantages of the 911's instantly recognisable shape is how it doesn't age — with the possible exception of the 996, pretty much every 911 since the 964 looks cool and contemporary. Nevertheless, the 991 was launched more than a decade ago, meaning we're dealing with no spring chicken. Even this Carrera T, now five years old, is hardly the youngest sports car you'll see on the road today. And yet, it still looks brilliant. The Racing Yellow paintwork helps, as do accoutrements

singling out the Carrera T on launch back in 2017. The dark twenty-inch alloys, the aerodynamically optimised front spoiler, the sports exhaust and the dark mirror caps are all clues, as is the fractionally more aggressive stance afforded by the Porsche Active Suspension Management (PASM) system, which sees the car sit ten millimetres closer to the ground than the standard Carrera.

The giveaways are the 911 Carrera T stickers on the doors and the badge lettering on the rear, but lightness, rather than style, sets this brand of 911 apart from its siblings. A quick snout around the cabin reveals evidence in the form of lightweight glass, fabric door handles and a distinct lack of rear seats.

Porsche even supplied the car without a touchscreen in order to shave off as many grams as possible, although the display (as seen in our test car) was offered as a no-cost option. Behind the lightweight take on the Carrera cabin, Porsche ripped out a fair amount of soundproofing and added a few other specification improvements designed to make the car sportier than the standard 911 on which it was based. Chief among these updates is Sport Chrono, which provides a wheel-mounted driving mode switch, but not the dash-mounted lap timer normally associated with the system. There's also a shortened gear lever (complete with red-coloured shift pattern) and Sport Tex microfibre

**Above** Dressed in Racing Yellow, the 991 Carrera T looks both aggressive and thoroughly modern

**Below** Interior features Race-Tex for the seat centres, fabric door pulls and tidy colour-coded double stitching on the black leather







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### 911 Carrera 2 S (991)

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Touchscreen Satellite Navigation • Sport  
Chrono • Previously Sold & Serviced by  
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upholstery, which covers the seat centres. The option of all-wheel steering was also made available.

For all these tweaks, the 991's cabin design somehow manages to look modern and old at the same time. There's an obvious relationship to the Macan and 718 interiors. Those cars are showing their age, but they're also modern Porsches. The 991 Carrera T looks no more or less outmoded. Sure, the instrument cluster and navigation system feel a bit dated, but this is true of the 718 Spyder RS's controls, and nobody will file too many complaints about that. In fairness, though the 991 Carrera T's cabin looks sparser than that of the standard Carrera, it feels quite luxurious.

Porsche build quality has long been among the best in the business, and the 991-generation 911 is no exception to the rule. Even after close to thirty thousand miles in the hands of

(presumably) none-too-careful motoring journalists, this Carrera T feels solid as a rock. Yes, the fabric on the door handles has become a bit grubby, but the way everything feels and operates is as you'd expect from a new car.

To be honest, the door handles looking a little worse for wear shouldn't come as any great surprise — the way this 911 drives could dampen the hands of even the most seasoned Porsche pilots.

All the lightweight measures deployed during design and assembly allow the 991 Carrera T to weigh twenty kilograms less than the same-age Carrera. At 365bhp, power output is the same for both 911s, but the Carrera T's power-to-weight ratio is improved very slightly, amounting to 256bhp per tonne.

The 991 Carrera T comes with a shorter final drive ratio than the basic Carrera, however, plus it features a mechanical limited-slip differential,

both of which help shave a tenth of the Carrera's zero-to-62mph time, which is cut to 4.5 seconds. Porsche Doppelkupplung (PDK) semi-automatic transmission was offered as an option, taking a further three tenths from the headline figure. Dropping kerb weight did no harm to fuel economy, either.

Efficient or not, the 991 Carrera T's engine feels more aggressive than that of the standard Carrera, simply by dint of this being a T. Fire up the flat-six and the sound is more pronounced than you'll hear from a standard 991 Carrera, largely thanks to the lack of soundproofing. The noise is more engaging, more uncompromising. This is particularly true if you engage the sports exhaust, which magnifies the already rorty soundtrack. Of course, it isn't always great news, such as when you're trying to settle down on a long motorway slog — the noise from the engine and tyres, not to

**Above** Seven-speed gearbox takes a bit of getting used to, but when you're in the rhythm, this is an exciting 911 and feels far more than a breathed-on Carrera

## TECH SPEC

Model	991 Carrera T
Price	£85,576 (2018 RRP, £99,983 as tested)
Powertrain	3.0-litre twin-turbocharged flat-six petrol engine, seven-speed manual gearbox
Economy	29.7mpg
CO <sub>2</sub> emissions	215g/km
Top speed	182mph
0-62mph	4.5 seconds
Power	365bhp at 6,500rpm
Torque	332lb ft at 1,700-5,000rpm
Weight	1,425kg (DIN)







**Above** We revisited the 991 Carrera T hot on the heels of our time in charge of the new (and rather more luxurious) 992 Carrera T, but which car did we prefer?

mention wind hitting the thin glass, gets a bit intrusive (irrespective of the exhaust setting you pick), but it's important to remember cruising isn't really what the Carrera T is about.

Indeed, the real reason for Porsche developing a lighter version of the Carrera was handling, not straight-line speed or fuel economy. Obviously, it's difficult to discuss the 991 Carrera T without reference to its successor, which naturally inherits 992-generation characteristics from the basic Carrera. This means it's a more aggressive thing altogether, with a stiffer ride and slightly sharper handling. This isn't necessarily a good thing.

From the second you set off in the 991 Carrera T, it feels more pliant and more relaxed than the 992 version of the same model, particularly in the softer of the older 911's two damper settings. It's quite a firm car, with plenty of feel for the surface the wheels are traversing, but travel never translates into fidget. By the standards of lightweight sports cars, the ride is quite cushioned, meaning driving

around town or on the motorway is a relatively pleasant experience. Yes, the noise can intrude, but providing you're not too offended, the 991 Carrera T is perfectly capable of being used every day, whereas the 992-generation Carrera T is a little less user-friendly, as we

around. And though the car is at its best on a smooth surface, it won't threaten to throw you off the road if you happen to hit a pothole at speed.

To bang on about ride comfort is to miss the point. The 991 Carrera T's stiffer setting is not to improve or ruin the ride,

but to give the car a bit more body control. Although this 911 feels softer and more user-friendly than the 992 Carrera T, it doesn't have quite the same

## THOUGH THE CAR IS AT ITS BEST ON A SMOOTH SURFACE, IT WON'T THREATEN TO THROW YOU OFF THE ROAD IF YOU HAPPEN TO HIT A POTHOLE AT SPEED

outlined in last month's issue of *911 & Porsche World*.

Stiffen the dampers and the earlier 911 feels livelier, highlighted by a little less suppression of potholes and sleeping policemen. This is less savage than the 992's suspension, though. Pop the new Carrera T into its sportiest suspension setting at your peril — it's really only suitable for use on a track. In contrast, the 991 Carrera T's stiffer setting feels more like a firm road setup than all-out circuit mode. This makes it an unwise choice for commuting or trips to the supermarket, but it's great if you find a twisty backroad road to blast

eagerness to turn in — a characteristic of the entire 992 range, where ride comfort has been traded for control — and there's noticeably more body roll from the earlier model. This isn't to say the 991 Carrera T isn't agile. Nothing could be further from the truth. Moreover, in many ways, the 991 feels somewhat purer than the 992. The steering isn't as sharp or as direct — it feels a little light by modern standards — but it's brilliant in its own way and provides plenty of control over the front wheels.

In the case of our test car, the rear wheels, too. Speaking of which, rear-wheel steering gives the 991 Carrera T a





tight turning circle, but the system is also designed to improve stability. Even so, the car feels a little tail-heavy in corners, as though the rear end wants to swing out slightly.

Fortunately, slight roll means you can sense a twitch coming long before it finally arrives, making the Carrera T fun and controllable, as opposed to

being snappy and unpredictable. Not that the 992 Carrera T is guilty of the latter. If anything, it's a superior car, particularly on a race track, but there's something

a little more old-school about the 991 Carrera T's attitude. All told, this makes it a very desirable sports car.

Naturally, there's more to driving than cornering — the 991 Carrera T's gearbox is worthy of plaudits. Despite being a seven-speed transmission (just like that of the new model), it's less notchy than the newer T's gearbox, evidenced by the slenderer lever snapping nicely through ratios. The Porsche Ceramic Composite Brakes (PCCB) on our test car are also a bit snappy, and though they're wonderfully effective, the sharp response on application of the brake pedal takes a bit of getting used to.

In many ways, the 991 Carrera T is a little more *T* than the 992 version, albeit less aggressive and less track oriented.

In our book, this makes it a supreme road car, even though half a decade has passed since its launch. As an everyday driving proposition, and in terms of value for money, it remains the best 991 Carrera derivative you can buy. If you're into track days, the 992 Carrera T might prove a more suitable investment, but if you're more interested in fast-road fun

helps? After all, the Carrera T was launched near the end of the 991's life and pristine examples are fetching almost as much as they cost when new. Does this blunt the model's value as a used 911? Maybe, but it's testament to how desirable the 991 Carrera T has become. And with good reason.

Of course, there are caveats with

which to furnish our verdict. Chief among them is the fact this test car came from Porsche Cars Great Britain's own collection of cars, meaning it's sure to

be one of the most cared-for examples out there. Granted, it has seen plenty of track and road action, but it has always immediately returned to the company's workshops and had care and attention lavished upon it thereafter. The result is a beautiful example of a beautiful car, and what we regard as the best-value 911 in the entire 991 pack.

Alongside the 992 Carrera T, the 991 version stacks up remarkably well, somewhat perversely improving on the newer model, certainly in terms of ride comfort, even if the 991 platform is a little less high-tech.

That our tester looks and feels like a prime sports car years after its launch demonstrates how right Porsche got the Carrera T first time around. ●

**Above** The Carrera T formula has worked brilliantly for both 991 and 992 generations of 911, but in our opinion, the older 911 comes out on top

## WITH THE ENTRY-LEVEL 992 CARRERA COUPE COSTING £97,000 IN DEALER SHOWROOMS, THE 991 CARRERA T LOOKS PRETTY SPECTACULAR

(or don't have the £105,700 required to buy a base 992 Carrera T), the 991 variant is well worth a look.

Speaking of value, the 991 Carrera T cost a little over £85,000 when it was launched in 2017, making it more expensive than the standard Carrera, but not by a huge amount. Admittedly, our test car came with almost fifteen grand's worth of extras, which ramped the price up to seventeen quid shy of £100,000, but even this wasn't bad value. And with the entry-level 992 Carrera coupe costing £97,000 in dealer showrooms, the 991 Carrera T looks pretty spectacular, especially when you consider how well it has held its value. Even relatively high-mileage 991 Carrera Ts command the best part of £70,000. Perhaps rarity





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# THE BULLETIN

News from the world of Porsche

## PORSCHE UNVEILS NEW 911 GT3 R RENNSPORT AT WEATHERTECH RACEWAY

Continuing its celebrations of the 911's sixtieth anniversary, Porsche unveiled the spectacular new GT3 R Rennsport at WeatherTech Raceway, Laguna Seca, home to the Rennsport Reunion, which saw its seventh outing in September. Porsche used the occasion to present the new limited edition, which is aimed squarely at the private track day scene and is based on the recently announced 992 GT3 R race car, but benefits from the lack of need to adhere to motorsport regulations, thereby giving the 612bhp car's engineers greater freedom during the design and development process.

"The new 911 GT3 R Rennsport offers the experience of driving a 911-based race car in what is probably its most primal form," says Thomas Laudenbach, Vice President of Porsche Motorsport. "This car combines the finest motorsport technology with design language typical of Porsche."

Released from the shackles of the racing rulebook, the GT3 R Rennsport is sure to be a hit with collectors — this Porsche knows only one limit: it will be manufactured in a run of just seventy-seven units.

Generally speaking, only the bonnet and the roof were carried over from the standard GT3 R. All other body elements have been changed. For example, the shape of the air intake and outlet panels of the front wheel arches are radically modified, while conventional exterior mirrors have been replaced by nifty digital displays — a system consisting of three cameras integrated into the bodywork feeds monitors in the cockpit.

The huge rear wing is the component most altering airflow. Its design is reminiscent of the legendary Brumos 935/77, with which Peter Gregg, Toine Hezemans and Rolf Stommelen took the seventh overall victory for Porsche at



the 24 Hours of Daytona in 1978. The 4.2-litre six-cylinder boxer engine (a power unit revving to 9,400rpm) achieves output of as much as 148bhp per litre of displacement, likely a record for a normally aspirated GT race car, making it significantly more powerful than when fitted to the GT3 R, which develops up to 565bhp (depending on restrictions imposed by an event's Balance of Performance).

### UNDER THE COVER

The pistons and camshafts developed specifically for the GT3 R Rennsport deliver increased performance, especially when the engine is run on E25 fuel. This includes bio-ethanol fuels and so-called reFuels (in addition to regeneratively produced e-fuels, which make almost carbon-neutral operation possible). With lower knocking tendency, these fuels pave the way for more advanced ignition angles and higher compression in the six combustion chambers.

The six-speed sequential gearbox (with Daytona-spec fourth, fifth and sixth ratios) has received only minor modification, but enables top speed to exceed that of the GT3 R. The dampers are five-way adjustable and are manufactured by Porsche tuning partner, KW Suspensions.

Kerb weight is 1,240kg, not increased by a passenger — the comprehensive roll cage permits only a driver's pew, making this 911 technically a single-seater. We'll feature the car in detail in a forthcoming issue of 911 & Porsche World. Subscribe at [bit.ly/sub911pw](http://bit.ly/sub911pw).







## SINGLE-OWNER FLEET OF 56 RARE WHITE PORSCHE SCHEDULED FOR AUCTION

With the Porsche market continuing its strong trajectory, RM Sotheby's has revealed details of The White Collection, a unique gathering of rare Porsches, all immaculately finished in white. The collection, set to go under the hammer at a to-be-confirmed venue on 1st and 2nd December, represents more than a decade of collecting by a single perfection-focused owner. In total, the auction boasts sixty-three cars. Fifty-six Porsches are at the forefront. Supplementing them are two Porsche-Diesel tractors. In addition to these vehicles, bidders will be given the opportunity to acquire an extensive array of Porsche memorabilia kept in mint condition, numbering in excess of five hundred lots.

"To truly comprehend this collection's depth, one has to understand the secondary Porsche market. Paint-to-sample supercars and classic sports cars in original condition have seen their values skyrocket, a consistent pattern in our sales," says Gord Duff, Global Head of Auctions at RM Sotheby's. "These vehicles, which show high originality and remarkably low mileage, are among the most sought-after Porsche sports cars in the world. With global demand for the manufacturer's legacy products in mind, the



unique chance to buy these cars promises to be another unparalleled event for RM Sotheby's."

The vast majority of Porsches on offer remain in their factory state of tune and boast near delivery mileage. Highlights include a 2015 918 Spyder with optional Weissach Package. Delivered new to The White Collection via Porsche Centre North Houston, this phenomenal PHEV currently indicates just twelve miles covered from new. Finished in paint-to-sample Grand Prix White with colour-matched magnesium wheels and full LTS Yachting Blue leather with Bianco Leda piping, the car was custom-specified by the consignor with the desirable Weissach performance package and \$96,000 of bespoke tailoring from Porsche Exclusive Manufaktur. An extensive assortment of original accessories accompanies the car, which is the only 918 Spyder ever produced with this incredible specification. The lower estimate is \$2,500,000, although we won't be surprised to see that figure well and truly smashed.

## THE SECOND OF JUST TWO STRASSENVERSION RSR MODELS BUILT BY PORSCHE WITH A LEATHER INTERIOR

A 1993 964 Carrera RSR 3.8 is another star lot from the collection. The second of just two Straßenversion RSR models built by Porsche Motorsport with a fully appointed leather interior, the car is finished in the eye-catching colour combination of Grand Prix White over Can-Can Red and Grand Prix White leather. Delivered new to the UK in March 1996 and rediscovered

in 2015, the car has travelled just forty-three miles from new. It even rolls on its original tyres. RM Sotheby's has set an estimate of between

\$2,000,000 and \$2,500,000, more or less the same figures it has pitched for the auction's 1997 993 GT2 and only marginally higher than those of the collection's 1973 Carrera RS 2.7 Lightweight. Presented in its factory-correct colours of Grand Prix White with red accents and a black leatherette interior, the car was formerly owned by Otis Chandler (publisher of the *Los Angeles Times* between 1960 and 1980). For further details, flick to this issue's Market Watch pages. Visit [rmsothebys.com](http://rmsothebys.com) for a full list of lots.



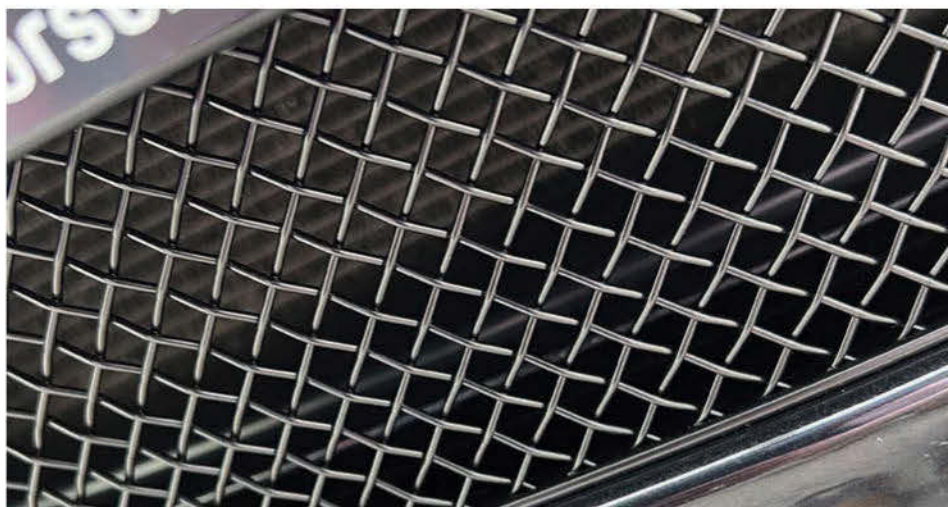




## ZUNSPORT CALLS FOR PORSCHE OWNERS TO BE DEVELOPMENT PARTNERS

Sports car grille manufacturer, Zunsport, is appealing to readers of *911 & Porsche World* to come forward with their cars and partner in an exciting development programme designed to result in an update to the Cannock-based company's range of high-quality mesh grilles for Porsche vehicles. The payoff for participating owners is free supply and installation of the first set of grilles produced as a consequence of participation, which can start as soon as an interested party is available.

"We are especially interested in hearing from owners of Porsches manufactured from 2015 onward," says Zunsport Marketing Assistant, Georgia Stafford. "After initial consultation by email or telephone, we will invite the owner and their Porsche to our Staffordshire headquarters, where our engineers will take measurements with which they will create a set of prototype grilles. Car and owner will then be invited to return a few weeks later, when installation will take place. Zunsport products already cater for many water-cooled Porsche models, including the majority of the 996, 997 and 991 range of 911s and their corresponding Boxsters and Caymans, as well as Macans and Cayennes, but there are many variations of bumper design



across each product line. We would like to supply grilles for all OEM Porsche bumper designs, which is why we decided to invite *911 & Porsche World* readers to get involved with this exciting initiative."

Zunsport's grilles are hugely popular on the Porsche scene.

Manufactured from lightweight stainless steel and finished in an attractive gloss black or silver anti-corrosion coating, the products provide hugely beneficial protection to engine intake systems, air-conditioning radiators and transmission oil coolers, primarily by providing a barrier to leaves, dirt and stones, all of which can easily make their way into a modern Porsche's generously sized bumper apertures or intake ducts, potentially causing expensive damage. It is no coincidence many of this magazine's key contributors, including Editor Furr and roving reporter, Johnny Tipler, have Zunsport grilles installed on their cars.

"The first visit will take a few hours, although we can offer a waiting room and working area if required," Georgia confirms. "The second

visit will be much shorter, largely because all necessary product tests will be conducted prior to the grilles being installed. Obviously, considering we will be using each Porsche as a development vehicle, owners are encouraged to get in touch only if their car is wearing

factory-issue bumpers and intake ducts. If not, the car might not be suitable for participation."

Zunsport is a family

business (three generations) dedicated to high-quality product design and manufacturing. The company's quality and management systems are independently approved, while its overall performance is regularly audited by Lloyds Register of Quality Assurance, meaning owners can have confidence in the purchase of Zunsport grilles, which have been fitted as standard equipment on the sports cars of major manufacturers for more than ten years.

To register your interest in joining Zunsport's Porsche grille development programme, visit [zunsport.co.uk](http://zunsport.co.uk), email [info@zunsport.co.uk](mailto:info@zunsport.co.uk) or telephone Georgia on 0300 303 2605.

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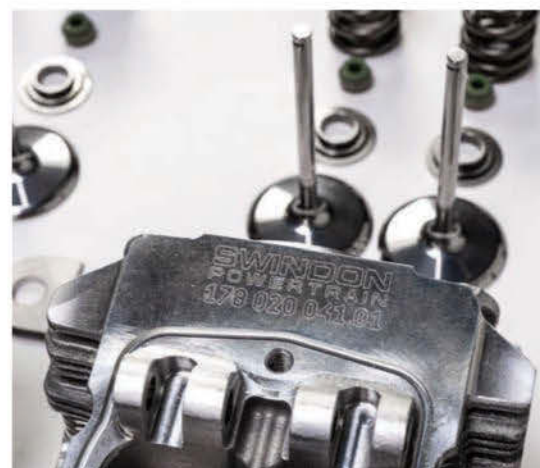
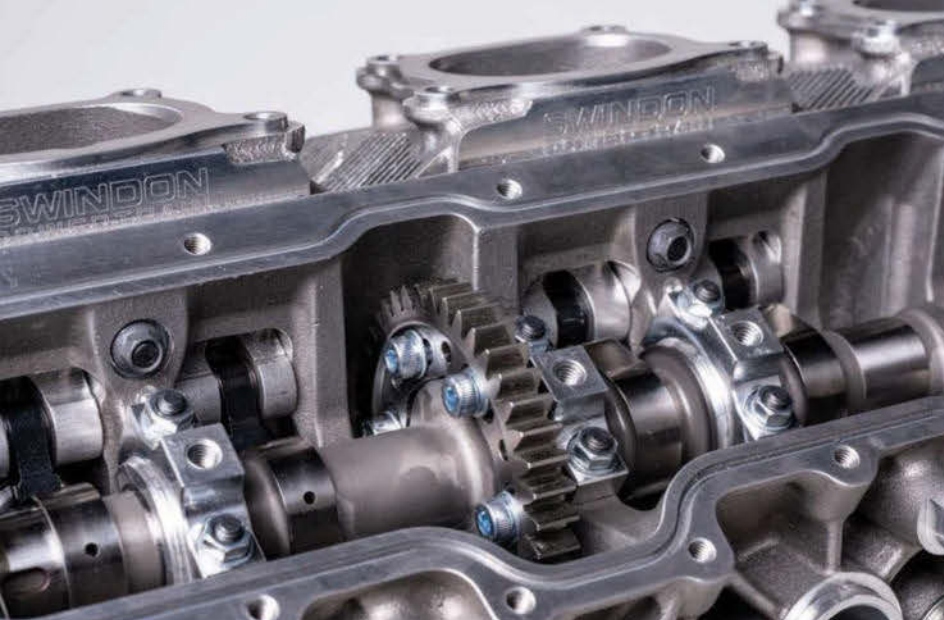
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## NEW SWINDON 12,000RPM 24-VALVE HEADS FOR 964 AND 993 M64 FLAT-SIXES

A twenty-four-valve cylinder head kit engineered to rev to 12,000rpm is now available from high-performance engine specialist, Swindon Powertrain, for 964 and 993 flat-sixes. Branded as the company's M64 Cylinder Head Kit, the package improves power, breathing efficiency and reduces the weight of all M64 engine applications. Available directly from Swindon Powertrain, the kit is priced at £29,950.

Typically, 964 and 993 engines rely on traditional, low flow, two-valve per cylinder architecture. This limits the total valve area, ultimately restricting the mass of air entering the combustion chamber during each cycle. Additionally, these larger valves require heavier springs, which have a habit of stressing the rockers and limiting rpm.

Thanks to its twenty-four-valve configuration, Swindon Powertrain's offering solves these issues. The redesigned four-valve per cylinder castings unlock substantial increases in both power and torque, making the kit ideally suited to performance, track and race applications. Testing on a standard 993 reveals peak flow improvements of forty percent on the inlet side and a massive sixty-six percent on the exhaust.



Further to the increased breathing efficiency, an all-new valvetrain unleashes the ability to rev up to 12,000rpm, providing engine builders with the opportunity to exploit additional performance available at increased engine speeds. In addition to the boost in performance, the kit offers a significant 3.5kg weight reduction over a standard set of 993 cylinder heads.

Cast in the UK from A356 aerospace-grade aluminium, the cylinder heads and cam chests are exquisitely CNC-machined in the same

Swindon Powertrain facility responsible for building competition engines — including the last three title-winning British Touring Car Championship power units — for more than fifty years. The comprehensive kit also includes titanium inlet and exhaust valves with springs, caps, collets, shims, finger followers and shafts, alongside camshafts, cam covers, and timing drive input. Swindon Powertrain can also supply a power steering drive to enable the use of the 993's production system, plus custom pistons

designed to take full advantage of the increased breathing efficiency. As options to create a truly special M64 for any high-performance or competition application, bespoke inlet porting and tailored cam profiles are available by request.

To simplify the upgrade process and enable further staged improvements, Swindon Powertrain's kit is fully compatible with the

standard production 993's lubrication system, crankcase, exhaust and cam chain drive, as well as barrels ranging from

95mm to 102.7mm diameter. "Our extensive development programme enabled us to create the ultimate cylinder head for an air-cooled 911," says Raphaël Caillé, Swindon Powertrains Managing Director. "Using the latest innovations in materials, alongside CNC machining to F1 tolerance standards, our new cylinder heads transform an M64 flat-six. Improved breathing and the ability to reach high revs unleashes the potential to experience your 964 or 993 like never before." Visit [swindonpowertrain.com](http://swindonpowertrain.com).

## CREATE A TRULY SPECIAL M64 FLAT-SIX FOR ANY HIGH-PERFORMANCE OR COMPETITION APPLICATION



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# ESSENTIALS

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## WEBCON IDA3C CARBURETTOR FITTING KITS FOR 911

One of the most exciting new conversion kits to come out of Webcon's recent period of high productivity is the company's 40 and 46 IDA3C kits for air-cooled Porsche flat-six engines. To develop the kit, which includes everything you need for the conversion, such as manifolds, linkages, fittings and air filters, as well as the carburettors themselves, Webcon consulted various respected Porsche specialists. This crucial feedback loop ensured the kits could be tailored to ensure they offered the best fit, performance and longevity possible. The 40 kit is designed for two-litre to 2.4-litre engines, while the 46 kit is for 2.4 to three-litre engines. Not only do they offer a solution for owners looking for more powerful fuelling for their Porsche, they're also suitable for anyone wanting to carry out a backdate on a previously EFI-equipped model. Fitting your own carburettors? Webcon has just launched standalone fitting kits comprising gaskets, studs and washers, essentially everything you need to fit IDA3C carburettors to a classic air-cooled flat-six.

**Price: £105**

**webcon.co.uk or call 01932 787100**



## TECHART CARBON-FIBRE SPOILER III FOR 992

Techart has unveiled a new lightweight rear spoiler for the 992 Carrera coupe and its derivatives, as well as the new GT3 Touring. The striking carbon component forms part of Techart's range of aerodynamic options for the 992 line-up. The two-part spoiler is easy to install and consists of a paintable carbon base frame and a carbon lip, saving a third in weight when compared with the standard rear wing. The characteristic spoiler lip can be painted in a desired colour or finished with exposed carbon weave coated in either matte or high gloss lacquer. Following aerodynamic simulations during the part's development process, new integrated air ducts have been included to increase airflow to the intercoolers.

**Price: POA**

**tech-9.co.uk or call 0151 4255 911**



## SPIRIT OF LE MANS TARTAN FABRIC SELECTION

No Porsche enthusiast can fail to be excited by images of historic Stuttgart-crested race cars in the heat of battle at some of the world's most important endurance motorsport events. Think Targa Florio, Watkins Glen, Spa and, of course, the 24 Hours of Le Mans, arguably the most important event in Porsche's racing calendar for as long as the manufacturer has been racing. Paying tribute not only to the cars and drivers of yesteryear, but also some of the most iconic liveries ever worn by Porsche competition machines, the Spirit of Le Mans tartan collection features fourteen distinctive designs, all of which are available as rolls of high-quality fabric for automotive trimming. The collection is designed and registered in bonnie Scotland, where each Spirit of Le Mans tartan carries its own certification — all of the company's designs are registered with the Scottish Register of Tartans. These gorgeous retro-styled fabrics are available as untreated 250gsm low pill 65/35 polyester/viscose with a 2/2 twill, or as 365gsm 100% wool, which also features a 2/2 twill, is soil resistant and Crib 5 fire-retardant.

**Price: From £95 per metre, up to £135 for treated wool**  
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### NEW CLARKE WORKSHOP RAMP SETS

Machine Mart has added two new sets of Clarke car ramps to its extensive range of vehicle lifting equipment. The CR2 has a two-tonne capacity (per pair) and a platform width of 180mm. The approximate platform height is eighteen centimetres. The CRW25 has a 2.5-tonne capacity and offers a platform width of 205mm. Ramp extensions are also available.

**Price: CR2 £47.98, CRW25 £57.59**

**[machinemart.co.uk](http://machinemart.co.uk) or call 0115 956 5555**



### NEW CARCOVERSHOP WATERPROOF CAR COVER

Manufactured with a four-layer waterproof fabric, the neoprene-style material forming Carcovershop's new all-weather outdoor car cover incorporates a one-way breathable membrane, which draws water away from bodywork and into the atmosphere. The cover's soft fleece lining protects paintwork and helps provide physical protection to delicate surfaces. The design incorporates a degree of stretch, allowing it to be easily fitted to your Porsche. Fifteen sizes are available. Clip-in underbody straps are included for additional security, if required.

**Price: £254**

**[carcovershop.co.uk](http://carcovershop.co.uk) or call 01780 654088**



### LN ENGINEERING ENGINE CASE COOLANT COVER PLATE FOR M96/M97 FLAT-SIX

Developed in partnership with Cleveland-based Porsche engine rebuild specialist, Flat Six Innovations, LN Engineering's billet engine case coolant cover plate for 996, 997, 986 and 987 Porsches equipped with the M96 or M97 flat-six features two 1/8 NPT sensor ports to allow for monitoring of coolant temperature and coolant system pressure, the latter helping drivers to detect loss of fluid. Also included are two anodised plugs, the required fasteners and o-ring. Priced at just \$100 and available under part number 99610121652LN, this neat engine add-on is just one of many LN Engineering collaborations with Flat Six Innovations for M96 and M97 engines. View the range at the LN Engineering website.

**Price: \$100**

**[lnengineering.com](http://lnengineering.com) or call +1 815 472 2939**



### NEW RACEGLAZE SiO2 CERAMIC VEHICLE WASH

Rated five stars and crowned Best Ceramic Wash by the good folk at *Auto Express*, SiO2 Ceramic Wash from British car care brand, Raceglaze, is the perfect blend of premium dirt-cleansing surfactants — for effortless car cleaning — coupled with powerful SiO2 additives for superior gloss and beading. Providing lasting protection to your Porsche's paintwork, this product brings many of the benefits of a ceramic coating without the car being *hard* ceramic coated. Simply wash as normal and then dry off or rinse down with deionised water. Raceglaze SiO2 outlasts 'wash and wax' shampoos, delivering clear benefits without any extra effort. If your car is already ceramic coated, SiO2 will enhance appearance and increase durability. For added protection, it can also be applied neat to bodywork using a wash mitt. Independent tests proved this approach provides seven weeks of protection. SiO2 is supplied ready to use at a dilution ratio of 200:1, meaning 25ml in a typical sized wash bucket is sufficient for most sports cars.

**Price: 250ml £8.25, 500ml £13.75, one litre £23.75**

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### RENNLINE CARBON DOOR SILL COVERS FOR 991

Hand-laid to ensure an OEM fit and finish, Rennline's carbon-fibre door sill covers for the 991-generation 911 are finished with a high-gloss clear topcoat, providing fantastic protection for the exposed weave, which gives a premium look to the host Porsche's interior. Sold as a set of two and replacing the 991's standard sill scuff guards, the set can be installed in minutes. The process is made simple by the availability of fitting instructions at the Rennline website, where you can also view the company's extensive portfolio of carbon trim for the 991 range.

**Price: \$325.00**

[rennline.com](http://rennline.com) or call +1 213 224 7393



### NEW 9M TITANIUM TAILPIPES FOR 718 GT4 RS

Boasting a design inspired by the modern 935 and available for the 718 Cayman GT4 RS, Spyder RS Weissach option and all other four-litre versions of the 718 Boxster/Cayman twins, Ninemeister's fantastic 9M-branded direct-fit titanium tailpipes are sold in pairs. This truly artisan product is the conclusion of expert fabrication and high quality finishing, resulting in flawless complete titanium construction. Not only are these 9M tailpipes compatible with all OEM four-litre silencers, they also will fit many aftermarket silencers, such as those from Kline Innovation, where the factory specified outlet size is retained. Ninemeister also confirms these tailpipes will fit second-generation 991 Carrera models equipped with optional Porsche Sport Exhaust (PSE).

**Price: £595**

[ninemeistershop.com](http://ninemeistershop.com) or call 01925 242342



### RECOMMENDED READ TWR-PORSCHE WSC95

Since the late 1980s, automotive scribe, Serge Vanbockryck, has been gathering all possible racing and test data on the 956 and 962 sports-prototypes in competition between 1982 until 1999. He has interviewed key decision makers at Porsche, as well as engineers, team managers and drivers and has spent several hundred hours researching every conceivable period document at Porsche's historical archives in Stuttgart. More recently, his research has extended to the TWR-Porsche WSC95, a most unusual race car nobody really intended to build. Its creation resulted from an impromptu brainstorming session between an expatriate German and a Briton in a Stateside bar. When judged they had a solid idea, they involved a Scotsman and a Swiss, and the rest soon became history — the WSC95 only competed in five races, but won three times, including twice at the 24 Hours of Le Mans. Somewhat bizarrely referred to as an autobiography, this Vanbockryck-authored 320-page hardback tells the full story in unprecedented detail.

**Price: £69**

[porterpress.co.uk](http://porterpress.co.uk) or call 01584 781588







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## 1974 Porsche Carrera Sunroof Delete Coupe #16309

Presenting this matching numbers, factory color Mexico Blue with black interior and equipped with a 5-speed manual transmission, Flat 6 Cylinder 2.7-liter engine, and B.F. Goodrich tires. An extremely collectible Porsche Carrera Sunroof Delete Coupe. This example comes with an owner's manual booklet and a maintenance booklet with stamps. **For \$129,950**



**1952 356 Pre-A 1500S Reutter Cabriolet #14567**  
This is an extremely sought-after and rare Porsche and is available in Strawberry Red and Sand Beige interior. It comes equipped with a 4-speed manual transmission, 1953 Flat 4 Cylinder 1500 engine, and Telefunken radio. A rare and hard-to-find low-production 356 Pre-A that is mechanically sound.

**For \$245,000**



**1986 Porsche Carrera Targa #16207**

This is a matching numbers Carrera Targa, featured here with only 51,634 miles on the odometer, and finished in its factory color Meteor Metallic with Burgundy interior. Equipped with a manual transmission and 3.2-liter air-cooled flat-six engine. A highly coveted Carrera that is mechanically sound.

**For \$83,500**



**1959 Porsche 356A Coupe Outlaw #16806**

Finished in its factory color Ruby Red with Black interior. Equipped with a 4-speed manual transmission, Super-90 4-cylinder air-cooled engine (90HP), Dell'Orto dual carburetors, Falken tires, black dashboard, nerf bar bumpers and black-painted wheels. A rare California classic that is mechanically sound.

**For \$108,500**



**1973.5 911T CIS Targa Sportomatic #15259**

Featured with matching numbers (Porsche Certificate of Authenticity copy included), owner's manual, and service receipts totaling over \$42,000. It is finished in Gold Metallic with black interior, and equipped with a Sportomatic transmission, 2.4-liter engine, and Fuchs wheels. A great classic that is mechanically sound.

**For \$86,500**



**1976 Porsche 911S Targa #14868**

Finished in Silver Metallic with Black interior equipped with a 5-speed manual transmission, Flat 6-cylinder engine, four-wheel disc brakes, and VDO instrumentation. The Targa comes with the owner's manual. A highly collectible Porsche 911S Targa that is mechanically sound.

**For \$56,500**



**1962 356B Super 90 Coupe #15214**

Featured with matching numbers (Kardex copy included) and finished in its factory color Signal Red. Equipped with a manual transmission, Solex dual carburetors and VDO instrumentation. An original California highly coveted Reutter-bodied 356B Twin Grille that is mechanically sound.

**For \$98,500**



**1984 Porsche Carrera Targa #16623**

Presenting this matching numbers Carrera Targa which is finished in its factory color Slate Blue Metallic and Blue interior. It is equipped with a 915 5-speed manual transmission, 3.2-liter air-cooled flat-six engine, and Yokohama tires with Fuchs-style wheels. A unique and elegant 3.2 Targa that is mechanically sound.

**For \$72,500**



**1985 Carrera Coupe Turbo Look M491 #14637**

Featured with matching numbers and 29,182 miles on the odometer, the Coupe is finished in its factory color Black with a matching black interior, plus it is equipped with a 5-speed manual transmission, Flat 6 Cylinder 3.2-liter engine, and Fuchs wheels. A well-equipped Turbo Look M491 that is mechanically sound.

**For \$135,000**



**1985 Porsche Carrera Targa #16332**

Featured with matching numbers and finished in a factory Meteor Metallic and a black interior. It is equipped with a 915 five-speed manual transmission, 3.2-liter air-cooled flat-six engine, and B.F. Goodrich tires on Fuchs wheels. A highly coveted 3.2 Targa that is mechanically sound and comes with the owner's manual, maintenance booklet, and receipts totaling over \$26,000.

**For \$59,950**



**1979 Porsche 911SC Coupe #16368**

The Coupe comes with matching numbers and finished in its factory color Black (700) with a matching interior. This 911SC is equipped with a 915 five-speed manual transmission, 3.0-liter flat-six engine, and VDO instrumentation. A highly coveted air-cooled Porsche Coupe that has been with the same owner for many years and is mechanically sound.

**For \$67,500**



**1987 Porsche 911 Carrera Targa #15716**

This is a one-owner car and comes with matching numbers, low-mileage with 9,103 miles on the odometer, and is finished in factory color Guards Red with black interior. It has service receipt copies dating from 1988 through 2012. The vehicle is equipped with a 5-speed G50 manual transmission with a 3.2-liter flat-six engine and is also mechanically sound.

**For \$119,500**



**1987 Porsche 911 Carrera Targa #16053**

Offered in its factory color Violet Blue Metallic with Light Gray interior. Equipped with a Tiptronic transmission, 3.6-liter 6-cylinder engine, and VDO instrumentation. Plus service receipt copies totaling over \$18,000 that has been invested into the vehicle dating from April 2008 through June 2020. A spectacular air-cooled 984 Carrera that is mechanically sound.

**For \$97,500**

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# ALEX MANOS

With Porsche's seventy-sixth anniversary on the horizon, it's time to begin considering which of the manufacturer's legacy products will prove sound buys in the year ahead. Fortunately, there are plenty of different models, engine sizes and trim options to choose from, including carry-more super-SUVs...

*Alex Manos is owner of Los Angeles-based classic car dealer, Beverly Hills Car Club, sourcing and selling some of the world's most beautiful and unique vintage automobiles, including a wide range of air-cooled Porsches at pleasing price points. You can view the firm's inventory at [beverlyhillscarclub.com](http://beverlyhillscarclub.com)*



**T**hink back to the mid-1980s and you'll remember how the price of cared-for 356s and early 911s began to rival the values of brand-new Porsches. The vintage Porsche market was taking off.

In the years since, our favourite manufacturer has continued to develop and refine its products, introducing a range of models to cater for a wide variety of customers with hugely contrasting needs. Of course, the 911 has remained throughout, but we now have the mid-engined Boxster and Cayman twins, luxury Panamera and Taycan sedans, plus the high-performance Macan and Cayenne SUVs, which have been well-received by Porsche dealership visitors, so much so the Cayenne was outstripping 911 sales by more than two to one shortly after launch. Just a few years earlier, nobody would have thought it possible Porsche would go near the idea of an SUV, but hit the road today and you're more likely to see a Cayenne or Macan on the road than a 911.

As we look ahead to 2024 and try to predict

what values are going to do in a rapidly changing marketplace, I anticipate Porsche's modern-classics will prove popular as the sale of brand-new cars slows. The 911 SC remains a good buy, certainly as an entry to air-cooled Porsche ownership. I'll go as far as saying the SC is a relatively *cheap* buy (in Porsche terms) right now. Buyers get a lot of 911 for their spend.

On the whole, the Carrera 3.2 also represents fantastic value for money. Don't fancy a rear-engined Porsche? How about a 944? Granted, some people don't like the 'square dash' interior and toothy front bumper of early 944s, but wind the clock forward to introduction of the S2 and you'll find the Turbo-inherited 'oval dash' interior lives up to the 944's promise of being a refined driver's car. All independent suspension, sublime handling (as a result of the front-mounted powerplant and rear-mounted transaxle), a three-litre inline-four and a deeply practical — and pretty massive — glass hatch. Superb.

Whichever of this trio floats your boat, all are available at buyer-friendly prices right now.

I should also mention the 968. Essentially a further refinement of the 944 S2, this peach of a Porsche introduced a subtly modified body with a nose reminiscent of the then in-production 928. The biggest development, however, lay under the bonnet. Three-litres of displacement now benefited from VarioCam variable valve timing, making the unit's operation far cleaner, smoother and, pleasingly, more powerful.

Few people outside Porsche circles seem to know about the 968's existence. This apparent flying under the radar means demand comes from within the existing Porsche market, keeping costs sensible. The model was subject to low-volume production (the 986 Boxster was being readied as the new entry-level Porsche), meaning there aren't many examples to choose from, but find a good 968 and you'll be pleased you did. And before you go splashing out on a Club Sport, be aware there is no mechanical difference between any model in the 968 range, be it base, Sport or Club Sport.

Then there's the Boxster to consider. No matter which generation you choose, this mid-engined drop-top represents massive value for money when compared to a same-age 911. And in the case of early Boxsters, from nose to rear quarters, there was little to separate them from their corresponding 911. Only the Boxster's lower-capacity engine and the fact the unit was mounted amidships marked the model out from its big brother, much to the dismay of 911 buyers who wondered why their cars looked virtually the same as a Porsche product costing half what they'd just been asked to shell out.

I predict demand for Boxsters and Caymans will remain strong throughout 2024. Looking back, Beverly Hills Car Club hit a peak for Porsche sales between 2008 and 2015, when the value of these cars was constantly on the rise. They slowed between 2015 and 2020, but have since been increasing again. And with it comes heightened demand for models like the Macan and Cayenne.

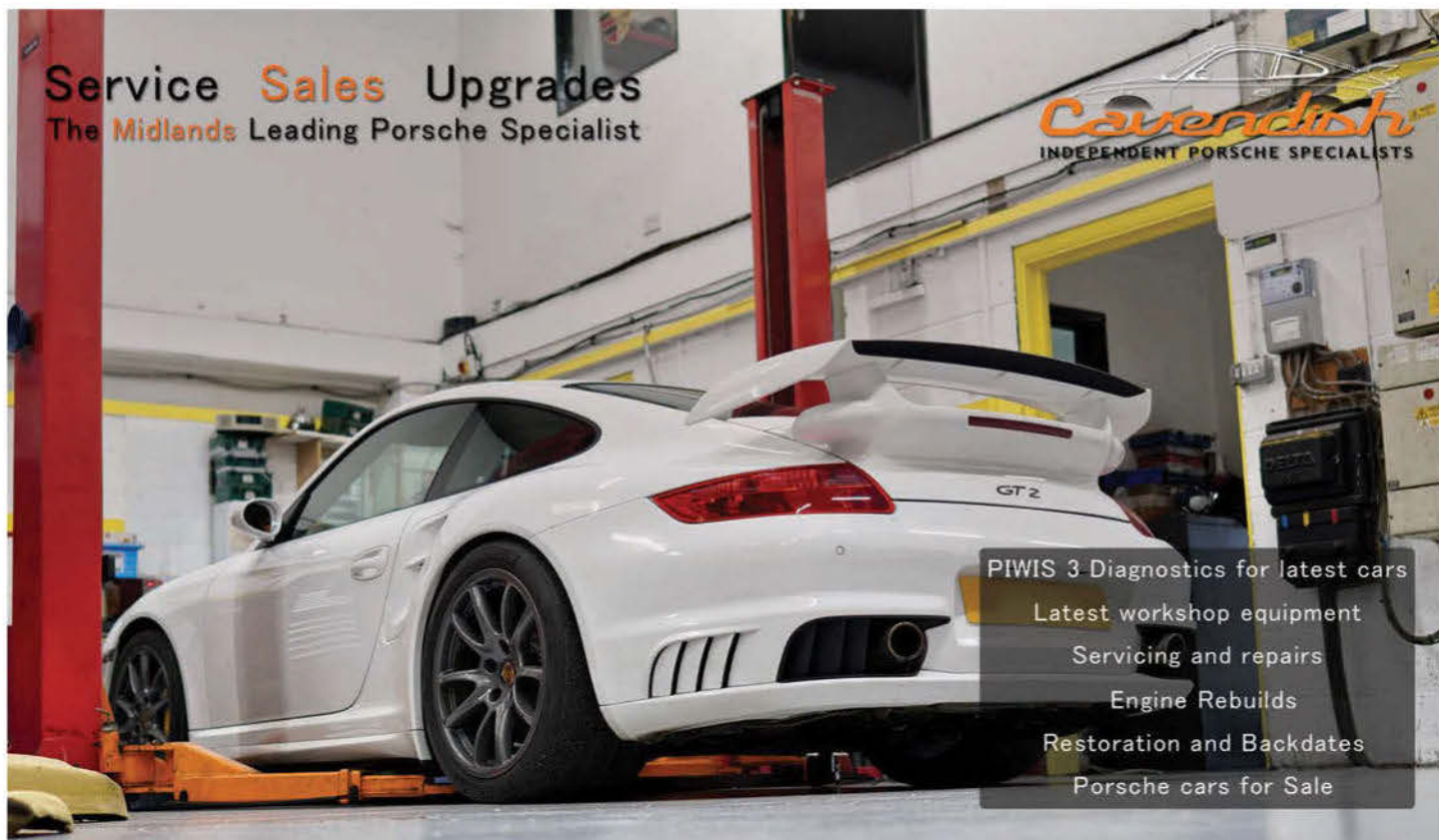
I love these more-door Porsches. They're quick, hugely practical and carry styling standing the test of time. So-called Porsche purists might scoff at SUVs not being 'proper' Porsches, but consider the fact they have introduced an entirely new demographic of enthusiast to the marque. Many of these Macan and Cayenne owners will go on to buy a 911. For this we should be thankful. ●





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# KARL MEYER

We're in a buyer's market, meaning there are deals to be done. While it's tempting to bide your time in the hope of prices dropping further, my advice is to reach out to your Porsche dealer and negotiate a discount on the asking price of your dream drive. It might prove cheaper than you think...

**Karl Meyer** is a UK-based independent Porsche buyer advising OPCs and independent specialists. Buying everything from 986s to Carrera GTs, his is a trusted name in the space of moving off-market and premium Porsches. If buying, selling or part exchanging, call Karl first. Visit [theporschebuyer.com](http://theporschebuyer.com)



**R**ecent conversations within the Porsche marketplace have fascinated me. With so many twists, turns and opinions in the space, I've been wondering if there ever been a more complex time in the history of the motor trade?

There is no doubt we are now firmly in a buyer's market. At *ThePorscheBuyer.com*, our inbound calls and emails are up more than fifty percent compared with the same period last month. Many of you are offering us a mix of nearly new, classic, halo and GT Porsches. Prices have been slowing organically for the past sixteen weeks, but I have wondered why such a simple and much needed market correction has been so drawn out.

Those of us old enough to remember the market in the late 1980s will know it was the era of excess. Flashing the cash, red braces, filofaxes and in-car telephones were all the rage, until they weren't. Seemingly overnight, we went from excess to deficit — 930s and Testarossas went from swapping hands for huge premiums to being a fraction of their list prices. This is precisely what we are seeing right now.

Let me put some meat on the bones for you. I am aware of a five-thousand-mile 992 Turbo S Cabriolet, which sold in 2022 for £240,000, some forty grand over its list value. The same car would sell to the trade for £150,000 today. The swing is aggressive and has paralysed many of

us from wanting to sell at all. Another parallel between the state of today's market and that of the late 1980s is how main agents stopped buying when the swing exposed them (and their shareholders) beyond their risk appetite profile. Right now, several of the largest Porsche Centre franchises have closed their cheque books for new stock.

Some of the buying moratoriums are very much model-specific, while others are age-specific, a concern highlighted to me by a long-time Porsche Centre franchisee, who pointed out the drastic increase in the cost of genuine Porsche parts. Nobody seems to be talking about this, but some items have seen a rise of more than fifty percent over their 2020 prices. This makes buying a Porsche more than five years old very difficult for a main dealer to make commercially viable as an approved used car. I suspect this situation will encourage a larger gap between Porsche Centres and good independent marque sales specialists, which is healthy for competition and makes the customer overall winner.

On an equally positive note, many of you will know Porsche Finance took a cautious view of guaranteed future PCP values during the last quarter, going as far as reducing values in the round by £10,000 on certain models. Even so, Oracle Finance, one of the UK's leading prestige and classic vehicle finance companies, has just released a study revealing its top ten slowest

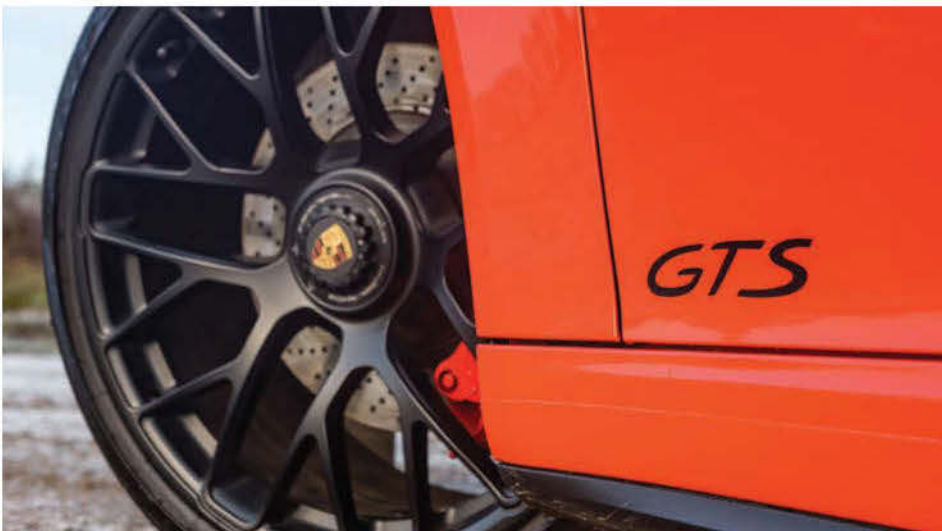
depreciating cars of 2023. No less than three of the ten were Porsches. The base 911 Carrera Cabriolet is thought to be retaining 64.2% of its value and the two-litre Macan T is retaining 68.2%. The Cayenne S Coupe tops the trio, keeping a huge 69.2% of its list price across the study's thirty-six month catchment period, which allowed for 36,000 miles.

There's no arguing with the figures — Porsche really is in a league of its own. Sadly, pain in the brand's EV (Taycan) segment remains, though I am impressed with measures the company and some of its UK franchisees have gone to in taking the hit and attempting to balance the market, which leads me to consider a silver lining: times are uncertain, but I believe this means you may (for a limited time) be able to secure your dream Porsche for a price unlikely to be repeated any time soon. We've certainly been pleasantly surprised at some of the recent deals we've negotiated with Porsche Centres on behalf of private clients.

A word of advice, though: trying to time the bottom of the market might prove risky. In the last month, one of the largest Porsche Centres announced a near ten percent price slash. This particular franchise and its actions are big enough to have affected the entire market. Some speculators feel we could see another drop before Christmas, but as always, I view our business in the here and now — if you know the Porsche you want, this is a fantastic time to negotiate a reduction in the asking price.

Away from main dealers, good-quality 997s are flying off the shelf. And we at *ThePorscheBuyer.com* remain hungry for nearly new Macans and Cayennes. We are paying handsomely (get in touch, sellers!). My personal pick, however, is the first-generation 991, with the GTS a particular favourite. It is my belief history will judge the early 991 as one of the all-time great Neunelfers.

The car's brilliant noise, size, modernity, front-end feel, turn-in, braking and compliance means few people need anything more from a road-going Porsche sports car. And yet, this wonderful flavour of 911 is being forgotten outside of specialist Porsche circles, meaning it represents something of a bargain right now. You know what to do. ●









# KILLER COLOUR COMBO

**In Mint Green and Riviera Blue, Andy Cruttenden's 991 Carrera GTS and 968 Club Sport make a bold statement, but there's more than visual impact to this dynamic duo, separated by two decades of Porsche production...**

Words **Steve Bennett** Photography **Dan Sherwood**

It has to start somewhere. For retail specialist, Andy Cruttenden, dedication to Porsche began back in 2005, when he bought a 986 Boxster S. "It was my first Stuttgart-crested sports car," he recalls. The first-generation Boxster is, of course, the drop-top many view as the 'gateway drug' to Porsche addiction. "The Boxster was great, but then I attended the annual Festival of Porsche, held at Brands Hatch. Parked beautifully, side-by-side, were two RS-badged 993s. Both cars were finished in Mint Green. From that moment onward, I wanted a Mint Green 911. It took a long time for me to get one, mind!"

Rather quicker to arrive was Andy's Riviera Blue Porsche 968 Club Sport, a process taking less than a year and involving the restoration of an early 944 Lux. "I didn't find the older transaxle particularly engaging," he continues. "I've always liked Porsche's front-engined, water-cooled, four-cylinder product line-up, though. For this reason, I started looking for a rawer and, frankly, more exciting model from the range. The 968 Club Sport quickly appeared at the top of my wish list. Specifically, I reasoned a Riviera Blue Club Sport would look fantastic next to a Mint Green 911."

He's not wrong. Arriving slightly late to the party/photoshoot, your correspondent (me) is immediately hit hard by the visual impact of this dynamic duo. They may be separated by twenty-three years, but together, in the here and now, they make a mighty statement. There's potential for a fascinating comparison, too. The 968 Club Sport is, after all, the ultimate evolution of the transaxle era, while the first-generation 991 GTS marks discontinuation of normally aspirated 911 Carreras before

the arrival of turbochargers as standard equipment across the board.

Which of these Porsches should we tackle first? Let's start with the GTS. You may think this a little backside-about-face, but the 991 entered Andy's ownership before his 968. We also need to talk about another of his earlier Porsches, as well as a 'lost and found' moment in his ownership timeline.

The journey? His 986 Boxster S made way for a 2006 Guards Red 997

which is essentially risk aversion in the interests of resale.

Patience is a virtue, though – eventually, the Mint Green Carrera GTS seen on these pages made itself known. "The car was in the custody of sports car dealer, Romans International, in Banstead," Andy describes. "Not only was it finished in the colour I wanted, it boasted amazing specification, a real one-off. Unfortunately, it was sold by the time I registered interest. To be honest,

it was probably out of my financial reach, anyway." A case of the stars not aligning, but what goes around, usually comes around again. "I set up alerts for Mint Green 911s on

## IT COMES DOWN TO COLOUR CONSERVATISM, WHICH IS ESSENTIALLY RISK AVERSION IN THE INTERESTS OF RESALE

Carrera S. "Seat time in the 997 was a penny-dropping moment," he recalls. "The Boxster was great, but the 997 was just so much more, which, I guess, is exactly how it should be." We concur. The difference isn't exactly a quantum leap, but enough to be felt, certainly in terms of chassis dynamics and power. Plus, the 997 feels a little more solid and grown up, especially in coupe form. Oh, and then there's the colour. We may think Guards Red ubiquitous, but applied to a modern, water-cooled 911, it really isn't. You see, at some point in the mid-1990s, Porsche buyers became 'colour conservative', choosing monotone for the finish of what seems like every 911 built during the period. A Guards Red 997 is therefore a very rare thing.

Andy and his Carrera S were inseparable for a good few years, but he couldn't shake the image of the aforementioned Mint Green 993 Carrera RS duo. Trouble is, Mint Green 911s of any description rarely present themselves as available for purchase. And when they do, they're very often of the expensive Rennsport variety. Again, it comes down to colour conservatism,

every online car sales website I could think of. Two years later, and after many alerts, the very same GTS I spotted at Romans appeared on Auto Trader. The car had arrived at Saltash-based Porsche sales and servicing specialist, Williams Crawford. I remember sitting on my sofa and firing an email over to Williams Crawford salesman, Andy Pearce, who replied immediately, despite it being seven o'clock in the evening. He confirmed I was looking at the very same car I'd seen advertised at Romans two years earlier. I sent Andy a deposit, effectively buying the 911 sight unseen, but considering it had covered under ten thousand miles from new, I was confident in the quality of the car. Besides, the Williams Crawford buying experience has a reputation for being superb. I wasn't disappointed."

Job done, Mint Green 911 ambition realised. Before we ponder Andy's GTS further and take it for a spin, however, where exactly does the GTS designation fit into the modern 911 hierarchy? Typically, as with most things Porsche, it has history, which can be traced back to the 904 Carrera GTS road racer of the

**Facing page** Two formidable water-cooled Porsches, but which one would you take home? Andy gets to enjoy both!





mid-1960s. A homologation special for GT racing, the 904 is a rare beast — only 106 examples were manufactured.

### IN THE SHADE

Somewhat bizarrely, the GTS badge reappeared in 2007, when it helped Porsche tap into the Range Rover Sport market by being attached to Cayenne SUV. Your correspondent remembers model launch well. Specifically, I was rather beguiled by the thunderous manual Cayenne GTS, which nobody bought. On reflection, what the Cayenne GTS was best known for was its distinctive red paintwork, which dealer showroom visitors seemed to love.

The GTS badge found a more fitting location on the rear of the late second-generation 997. This was more than a runout special, though. Think of it as a rather more affordable 997 Sport Classic, because that's pretty much what it was based on, sharing the Sport Classic's use of the Carrera 4S wide bodysell in either two- or four-wheel-drive form. The GTS also got the Powerkit-option engine and the Sport Classic's suspension set-up. This is arguably the most crucial point — aside from various 997 GT models, the Sport Classic had a chassis sublime in all areas, particularly when being driven on UK roads.

Indeed, for what it's worth, we rate the Sport Classic as one of the very best handling 997s. Little wonder, then, 997

Carrera GTS residuals are top dollar. As you can see, this breed of 911 is built on solid foundations, which transferred seamlessly to the 991 and beyond.

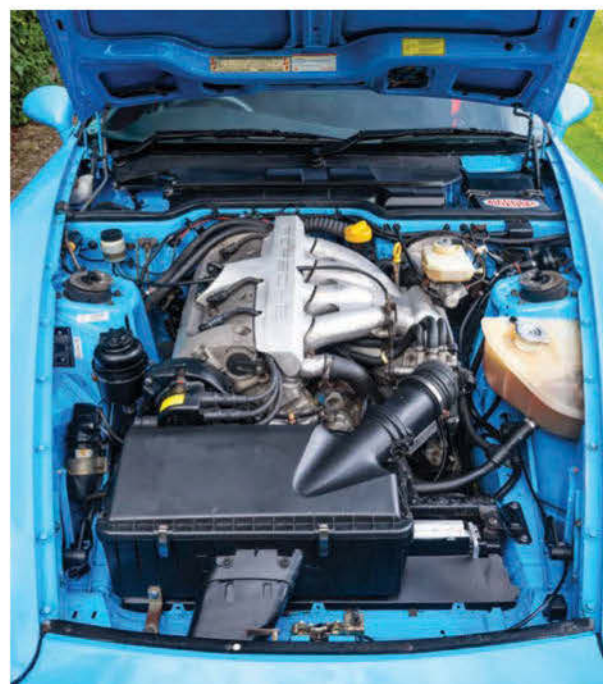
Part of the 991 GTS's appeal is bang for buck. For yer basic ninety-one grand, you got the previously mentioned Powerkit option and its 424bhp, almost thirty horses up on the standard 3.8-litre flat-six. True, the Powerkit was an option on the 991 Carrera S, but ticking that particular options box would take asking price to that of the GTS. Why would you? Consider the fact a GTS also features a wider body, Porsche Active Suspension Management (PASM) with bespoke GTS suspension settings, Porsche Torque Vectoring (PTV), plus Sport Chrono, active engine mounts, centre-lock wheels and various cosmetic addenda, including hardback sports seats and lots of touchy, feelie Alcantara. Andy's GTS even features a ducktail. Add all this to the Carrera S and watch the Porsche configurator spin into a frenzy, before spitting out a figure well over £100,000. Again, no wonder GTS prices remain super-strong.

All of which brings us back to Andy's dream machine, which carries trim way beyond that of the standard GTS. He doesn't have the original buyer to thank, but Porsche Centre Silverstone, the dealer responsible for optioning such exacting specification. As is often the case with dealer demonstrators

and press cars, visual impact is hugely important. After all, the showroom is going to look fairly dull if it's full of Agate Grey 911s. A Mint Green Porsche of any description is going to grab attention. The Centre's sales team clearly had a great deal of fun with the individual equipment list, adding heated Sports Carbon seats, cruise control, park assist, sunroof, BOSE audio, carbon door sills and a Porsche LED dynamic light system. Try the same with a new 992 Carrera GTS and you'll be looking at

**Above** Both cars are pleasingly compliant on the road, but handle amazingly well on the track

**Below** The 968's three-litre inline-four debuted VarioCam variable valve timing







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£145,000 or so. That Andy paid £81,000 for his gorgeous green 991 seems very reasonable, although as he concedes, “the look of this car is something you really want, or it’s absolutely not for you.”

## FEELING GREEN

True enough, but thanks to us going all pseudo-sophisticated on the colour front, Andy’s GTS has a certain cachet in its rarity, which certainly won’t detract from its value. It’s a well-known car on the Porsche scene, too. He regularly attends Porsche Club Great Britain events and drove the car to this year’s Le Mans Classic. Well, if you’ve got it, flaunt it. Or to put it another way, enjoy and share with other Porschephiles. Certainly, one of the great advances of our Porsche passion in recent years has been the huge surge in informal gatherings and the forming of many different automotive hangouts.

During the past two-and-a-half years, Andy has added 7,500 miles to this striking 991. How does he rate it over his earlier 997 Carrera S? Moreover, did 991 Carrera GTS ownership live up to expectation? “They’re very different cars,” he reckons. “My 997 was a first-generation model and manual, meaning it felt far more analogue than my 991, which features loads of advanced technology, not limited to PDK semi-automatic transmission. Additionally, the interior is far more developed, more modern. In this respect, the 997 was showing its age, even when new. You can tell the 991 was a major redevelopment

of the 911 concept. Oh, and you really notice the extra power.”

There’s no arguing with anything he has just said, but it’s only right to highlight the fact some of my favourite 911 drives have been in the 997. Its more diminutive size is an advantage on European roads. Additionally, the 997 doesn’t need to be pedalled quite so hard to feel animated.

Sitting under a moody grey sky, the Mint Green pops. The black twenty-one-inch centre-lock cross-spokes help to deliver a perfect stance. It’s been a while since I’ve driven a first-generation 991 GTS and Andy has generously thrown his car’s keys in my direction. It would be rude not to accept his invitation, right?!

He’s spot-on about the interior, which is swaddled in Alcantara. It’s a step

beyond the 997’s cabin and makes the 996 cockpit look very low rent. There’s tech everywhere and myriad choices regarding how it is deployed (most of it via the buttons on the Carrera GT-inspired centre console). Leave everything switched off and the 991 GTS is a benign cruiser, scrolling through PDK just as efficiently as it can, always in the highest gear possible, thereby aiding fuel economy and emissions.

Hang on a moment. We’re praising an auto? Well, yes. A manual transmission might be perceived as being the enthusiast’s choice, and if it was the six-speed manual from the 991 GT cars, then we’d agree absolutely. Sadly, the seven-speed manual option for the GTS is hardly Porsche’s finest hour. The shift action is okay, but it’s very easy to get in

**Above** Club Sport side graphics were a UK market option, while paintwork was limited to a handful of striking colours

**Below** Bennett takes a trip down memory lane, lamenting his Speed Yellow 968 Club Sport, which he later discovered to be a former factory demonstrator







**Above** Strangely, interior was optioned with comfort seats, which Andy has ditched in favour of colour-coded Recaros

a muddle coming down the gears. For the 991 GTS, PDK is fine with us.

Time to introduce driving dynamics.

Of course, you can select Sport Plus and, should the mood take you, embark on a full-bore standing start, but unless you're on a track, this is a bit of a gimmick and swiftly becomes tiresome, especially when it becomes clear the engine refuses to let go of a gear and the suspension feels like it's been filled with concrete. The Sport setting delivers a substantially less aggressive engine map, but still sharpens throttle response. Pair it with the Sport damper setting, though, and you're heading back to Sport Plus territory. Word to the wise: the

optimum configuration for British roads is to run Sport mode with damping as standard. It's the perfect combination. If

always felt more stable than previous 911s, a result of the model's longer wheelbase (a hundred millimetres up

on the 997), which the manufacturer countered (and reanimated) with PTV and rear-axle steering. How necessary such gizmos are is a moot point.

## WOLFSBURG ASKED ZUFFENHAUSEN TO DEVELOP A NEW SPORTS CAR, GOT COLD FEET AND DITCHED THE IDEA, LEAVING PORSCHE TO PICK UP THE PIECES

you want some extra snap, crackle and pop, there's always the Sports exhaust to play with.

Ignition on and away we go. The suspension, even in the default driving mode, is the right side of assertive, giving superb body control and just enough sense of flow to enjoy and exploit weight shifts in the traditional 911 manner. That said, the 991 has

Likewise, active engine mounts. To appreciate all of this is to be travelling very fast indeed, something the flat-six stinging in the tail is happy to facilitate. And let's not forget the 'last of the normally aspirated flat-sixes vibe' at play.

When we say "very fast", you can take this to mean effortlessly fast, for this is what the GTS is. That isn't to say the car does everything for you — there is input and involvement, but it's not the same you'll find when driving a classic 911, or even a 997. Like so many of today's sports cars, much is filtered out of the 991 driving experience. It's been said maybe too many times, but for the modern 911 to really excite, you have to be travelling very fast indeed. Maybe this is where Andy's 'cult classic' 968 Club Sport enters the equation? Or should that be the 924? Eh? Yes, it's its time to pay a debt of gratitude to the humble 924. Without it, there would be no 968 Club Sport. There would also be no 944 Turbo, S2 or even 944 Lux. For that matter, there would be no 924 Carrera GT, GTS, Le Mans GTP or GTR. To this extent, perhaps even more







tenuously, we should also be thanking Volkswagen. After all, Wolfsburg asked Zuffenhausen to develop a new sports car, then got cold feet and ditched the idea, leaving Porsche to pick up the pieces and launch a front-engined, water-cooled, four-cylinder model none of the company's customers had asked for. Predictably, the new arrival faced a barrage of negative press, but it's important to remember no automotive enthusiast is as passionate or as tribal as a Porsche fan, and none is as opinionated. The good folk at Porsche did well to take criticism of the 924 squarely on the chin, although the model being a sales success and bringing in plenty of profit undoubtedly softened the blow (in a 'we told you this would sell' kind of way).

### KING OF CLUBS

To the 968 Club Sport, the final and ultimate production derivative of the derided 924 project. Who would have thought it, seventeen years on from the 924's 1976 launch? That Porsche managed to keep the concept spinning for so long is credit to the company's ability to continue developing and innovating with decades-old designs. Naturally, it helps when the overall

concept is inherently sound. In the case of the 924 (and its offspring), the idea was a water-cooled, front-mounted engine driving a rear-mounted transaxle. The same template was used for the 928 grand tourer and equated to near even front-to-rear weight distribution. Considering Porsche was a company known for sticking doggedly to the air-cooled, rear-engined principle (despite its flaws), this was quite something.

Truth be told, early 924s were rough old things. The engine and transaxle were connected by a torque tube and weren't well isolated from the bodyshell. Fluid-filled engine mounts, torque tube bearings and balance shafts all did their bit to calm bad vibes over the years.

The 968 arrived as a replacement for the 944 during one of Porsche's for more financially challenging times (the 964 wasn't doing the business), but in the

**Above** The 968 was a development of the 944 S2 and was originally slated to be named 944 S3, but the newer Porsche featured enough updated design elements to coin an identity of its own





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prism of 1993, was a dollar short and a good few days late, despite Porsche's rather optimistic claim the 968 was more than eighty percent new. Whatever, its makeover was certainly clever, transforming the aged 944 with little more than new front wings, new lights, aprons and side skirts. Porsche kept the 944 S2's charismatic and chunky three-litre inline-four, but added Varioram variable valve timing (a first for the brand). The result was 240bhp.

What had once been a four-speed transaxle in the back of the 924 was now a six-speed in the 968. Interior? There was absolutely nothing left in the tank, meaning the 968's cabin is identical to that of the outgoing 944.

Thanks to Porsche's financial discomfort, global recession and stiff competition from Japan, not to mention a substantial price tag, the 968 sold a truly dismal 12,776 units. It wasn't a bad car. Far from it. The 968 simply didn't capture the hearts and minds of sports car fans in the way Porsche hoped. In trying to make something from next to

nothing, however, the company reverted to its mantra of 'less is more' and developed the 968 Club Sport. An instant classic was born.

Out went non-essentials, including the back seats, a large amount of wiring, power windows, electric mirrors, central locking and a good wodge of

## IN CAME FIXED RECARO BUCKETS, SEVENTEEN-INCH CUP 2 WHEELS AND A TWENTY-MILLIMETRE SUSPENSION DROP, PLUS A LIGHTWEIGHT BATTERY

sound deadening material. Even the electric release for the rear hatch was binned. In came fixed Recaro buckets, seventeen-inch Cup 2 wheels and a twenty-millimetre suspension drop, plus a lightweight battery. This might not sound like much — 1,335kg kerb weight isn't particularly light in the great scheme of things — but in subtracting and adding, Porsche performed a rare feat of alchemy. There are many who still talk of the Club Sport's handling prowess in near reverential terms, and not just by the standards of the day. Does this track-friendly 968 still cut it? We'll find out, but

first, it's time to learn more about Andy's Riviera Blue example.

As divulged, the 944 Lux didn't excite him. I get where he's coming from. The Lux is a cruiser, really. A great everyday car in period, but not thrilling enough for a Sunday blast in the here and now. The 968 Club Sport is a far better proposition. In case you were wondering, there's one way to wind up a 968 Club Sport owner: ask if their car is a *real* Club Sport. Andy rolls his eyes, but takes the jibe in good spirit.

The question is pertinent — due to the fact more or less the same mechanical composition was adopted across the entire 968 range, many base models have been turned into Club Sport replicas. And, as regular readers will know, there was the UK-only 968 Sport, which was a Club Sport with reinstated Comfort equipment. You'll be pleased to know Andy's car is the real deal, one of the 1,538 genuine Club Sports to roll off the Porsche production line. Enough said. Well, actually, no, not quite.

"I found my 968 at Fairmont Classics

**Above** Manufactured decades apart and to very different designs, but with a high degree of commonality

**Facing page** GTS interior is a satisfying mix of soft leather and Alcantara









in April 2023. It wasn't the specification I wanted. In fact, it wasn't really the specification most Club Sport owners want," he shrugs. The car was originally purchased in October 1993 from JCT600 in Newcastle. Unusually, the original buyer had requested Comfort equipment in place of desirable Club Sport specification — while the car made use of the expected manual window winders and rear hatch release, it also featured standard Lux seats (front *and* back) and an airbag steering wheel. On the flipside, it was finished in a great colour, was in good shape and "had one of the best history files I've ever seen, including factory build sheets confirming the car to be a genuine Club Sport. The file even had pictures of the car with its original owner." The test drive didn't disappoint. Raw, noisy, fast. Exactly what Andy wanted, but what he didn't get from the 944, which Fairmont agreed to take in part-exchange. Happy days.

"The Club Sport is very rare in Riviera Blue," he says, "but the less than desirable specification kept the price down. Also, I effectively lopped seven grand off the asking price by chopping in the 944. It made sense to effectively restore this car back to typical model

A new radiator and hoses were also fitted, and small oil leak was attended to. The brake calipers were refurbished, painted red and loaded with new discs. Hoses, hangers, bushes and any other rubber parts were replaced, old for new. Likewise cosmetic items, such as

indicator lens covers, which had degraded with time.

The front seats were replaced with a pair of Recaro Pole Positions, their backs painted to match the body colour. The

rear seats were also removed, with a rear seat delete fabricated and carpeted in their place. Finally, the standard airbag steering wheel was shown the door, replaced with the correct Club Sport three-spoke, albeit with the addition of a Porsche badge.

Now for a confession: as a former 968 Club Sport owner, of today's duo, this is the car I'm most looking forward to driving. Nostalgia is a powerful thing. My Club Sport was a typical left-hand drive import. Nothing special, until many years down the line and no longer in my hands,

**Above** Sitting above the 991 Carrera S, but below the 991 GT3, the 991 GT3 takes influence from both cars, resulting in arguably the most talented water-cooled 911 produced to date

## I BANISH THOSE DEMONS THANKS TO ANDY'S GENEROSITY IN HANDING ME THE KEYS TO HIS BLUE BELTER

specification, or at least how I felt it should have left the factory." Andy chose his favourite local Porsche emporium, Bahnsport in Blandford, to help him achieve his objective. "Scott and the Bahnsport team have transformed the car. It's been quite a journey," he says. Make no mistake, this 968 is stunning, easily one of the best we've seen.

With 98,000 miles accrued, it was in largely decent mechanical shape, but Bahnsport carried out a major service nonetheless. The work included renewal of the all-important balance shaft belts.



# Elevated Performance



Photo Credit: Larry Chen Photography



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**Above and below**  
Andy was determined to own a Mint Green 911 after he was blown away by a duo of 993 Carrera RSs finished in the same arresting colour

it was discovered to be an ex-factory demonstrator and the star of many magazine features, which continued with the February 2021 issue of *911 & Porsche World*, when Editor Furr took to the wheel. What was it Oasis said about not looking back?

Anyway, I banish those demons thanks to Andy's generosity in handing me the keys to his blue belter. It's familiar territory, sitting low, even with my giraffe legs outstretched. The big four-pot churns lazily before catching with a thud. The clutch travel is long, while the chunky

gear lever twangs around the gate with characteristic elasticity.

Porsche worked hard to smooth-out the big four. Since this engine's demise

at 6,200rpm, which is quite a spin for three litres and four cylinders — the 968 Club Sport is quite the antithesis to the 991 Carrera GTS. Hydraulic power steering versus EPAS, manual versus PDK, passive suspension versus PASM, a handful of chips versus a computer mainframe on wheels. The Club

## IN THE BATTLE OF MINT GREEN VERSUS RIVIERA BLUE, OLD VERSUS NEW, ANDY'S PORSCHE VERSUS ANDY'S PORSCHE, THE CLUB SPORT WINS THE DAY

in 1995, there's really been nothing quite like it. In fact, there was nothing else quite like it when the 968 was in production. With 225lb-ft torque at 4,100rpm, there's power everywhere.

That quoted output of 240bhp comes

Sport feels organic, whereas the GTS is synthetic in almost every sense.

Time in charge of a Porsche is all about the driving experience. The 968 Club Sport has it. All those magazine handling awards back in the day still count. There's something about the way the 968 moves down the road, with a compliance and a balance all of its own, light on its Michelins and exhibiting a delicacy that's simply extraordinary. Body roll is minimised through lightweighting, rather than electro trickery.

Power out of a corner and the 968 squats down and exits, rear wheels tucked into the arches, the front end pointing at the sky. I could go on, but it's safe to say that in the battle of Mint Green versus Riviera Blue, old versus new, Andy's Porsche versus Andy's Porsche, the Club Sport wins the day. I'm not so sure it's quite as clear cut for Andy, but then again, he's only covered eight hundred miles in his 968 to date. That's barely scratching the surface. He's booked a track day at Thruxton, though. I suspect this outing will nail it. ●





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# THE ACID TEST

From 987 Cayman R onward, Rob Cowling has owned the major track oriented flavours of 'baby 911', but following on from his time in charge of a 991 GT3 RS and much more motorsport-inspired metal besides, how does his 718 Cayman GT4 RS rank among the pack?

Words **Dan Furr and James Fossdyke** Photography **Dan Sherwood**

**F**or all the base model moments we're subjected to, passion projects are given the green light at Porsche more often than at any other manufacturer. Needless to say, engineers at Weissach set about their business with relish. The current 911 GT3 is one example of such a project. Across these pages, you'll see yet another. It's the 718 Cayman GT4 RS, designed to be the most uncompromising driver's tool in the 718 range. That our star car is finished in blinding Paint to Sample Acid Green and is loaded with a no-expense-spared host of add-ons makes it all the more appealing.

As you'd expect, the GT4 RS is an evolution of the Cayman GT4, which was already a fabulous showcase of the 718's talents. Where the GT4 turned the Cayman up to eleven, however, the GT4 RS takes it up to fifteen and then some. Out goes the GT4's magical four-litre flat-six, but there's no need to mourn — Porsche replaced it with the 992 GT3's four-litre boxer. Admittedly, the engine was rotated 180 degrees and given a new exhaust to help the unit squeeze into the Cayman shell, resulting in 493bhp, rather than the 503bhp you get from the GT3, but with this power and 332lb-ft of torque, it's considerably more potent than the 414bhp, 317lb-ft 718 GT4.

And, because this is a Porsche, there's more to the RS than just a power hike. Rotating the engine brought forward the need for a different gearbox, though it's still a seven-speed double-clutch PDK semi-automatic — there's no manual option, even though the design of the shifter will fool you into thinking you're able to swap cogs the old-fashioned way. Other new components include air

intakes in place of the rear side windows. The standard rear-quarter intakes have been retained to maximise engine cooling. Additional vents sit proud at the top of the front wings.

There's a more efficient rear wing, which is similar to that of the 992 GT3, complete with swan-neck supports. What's more, Porsche lowered the GT4 RS by thirty millimetres (when compared with a standard Cayman), then added

weight-shedding is improved straight-line performance — where the PDK-equipped GT4 will reach 62mph from a standing start in 3.9 seconds, the GT4 RS cuts the same sprint to 3.4 seconds. Top speed is stretched from 188mph to 196mph. In fact, the GT4 RS is so fast, it matches the GT3's dash from zero to 62mph and is only 2mph slower at full chat. The GT4 RS isn't just designed to go fast in a straight line, though. The

chassis is designed for track use, which means the ball joints provide a tighter link between chassis and body. There is also an RS-specific damper setup at play, complemented by

## WHILE THE GT4 RS IS DESIGNED TO BE THE STIFFEST, MOST FOCUSED 718 YET, IT'S LITTLE MORE JARRING THAN A CONTEMPORARY 911 GTS

aerodynamically optimised underbody panelling, a rear diffuser and an adjustable front diffuser, plus a new front lip spoiler with flow-around side blades. As a result, the Performance driving mode, which is reserved for use on race tracks, allows the GT4 RS to produce approximately twenty-five percent more downforce than the GT4.

Just as importantly, Porsche's engineers also put the Cayman on a diet, bringing weight down to 1,415kg, equating to a thirty-five kilo drop when compared to a GT4 making use of the same gearbox. Moreover, the GT4 RS is five kilos lighter than a GT4 with manual transmission. This weight loss is primarily due to the use of carbon-fibre-reinforced plastic (CFRP) for various parts, including the bonnet and front wings, but Porsche even installed lightweight carpets and stripped out some of the cabin insulation, as well as fitting a lightweight rear screen. And, as will come as little surprise, the company turned to its time-honoured trick of fitting textile door pulls and storage compartment nets in a bid to shave off every supplementary gram it could find.

The result of this extra power and

tweaked spring and anti-roll bar rates. Consequently, the GT4 RS development team lapped the Nürburgring Nordschleife (in 20.6km form) in 7:04.511 minutes, a full 23.6 seconds faster than the 718 Cayman GT4 and just nine seconds slower than the 992 GT3.

Clearly, the GT4 RS can't be compared to the GT4 alone — it has to be taken in the context of the GT3. This becomes especially pertinent when you take into account the fact the GT4 RS is, in many ways, more capable than the GT3. For a kick-off, the 718 is more comfortable. No matter which flavour of Cayman you choose, it has always been more pliant than the equivalent 911. The GT4 models continue the trend. Indeed, while the GT4 RS is designed to be the stiffest, most focused 718 yet, it's little more jarring than a contemporary 911 GTS, despite what the Acid Green paintwork on our star car might suggest.

Prior to buying this eye-popping, mid-engined marvel, Rob owned a series of quick Caymans, starting with an R-badged 987. Regular readers will remember him from last month's issue of *911 & Porsche World*, when we featured his Carrera 3.2 Supersport, as well as

**Facing page** Prior to release of the GT4 RS, Rob voiced his wish for such a model when chatting to staff at Porsche Centre Wilmslow, leading him to phone in his order while on holiday in Thailand the moment he heard news a GT4 RS release was imminent





his son's 944 Lux and his father's 997 Carrera S, the latter gracing the cover of the magazine. As we outlined, Rob had developed a Mitsubishi Lancer Evolution VII into a capable Time Attack contender, but after working his way through four engines in the space of a single season of racing, enough was enough.

"It was getting silly," he recalls. "Time Attack was essentially my hobby, but constantly developing the Evo was getting too serious and costing far too much money. I was also frustrated at spending ninety-nine percent of my free time on vehicle preparation, leaving only one percent for driving." Deciding to hang up his racing gloves and look for a fast-road car capable of doubling up as a trackday toy, he bought a 987 Cayman R. "Porsche is the only manufacturer producing sports cars you can drive in comfort to a race circuit, spend the majority of the day blasting around the track, be quicker than anybody else there, then enjoy a leisurely drive home, perhaps stopping in at the supermarket along the way." And the Cayman R? "Absolutely brilliant. Fifty-five kilos lighter than a 987 S, nimble handling and packing 325bhp from its 3.4-litre flat-six. Unfortunately, the lack of air-conditioning proved problematic when I decided to take the car on a road trip around Europe in forty-degree heat. In fact, no air-con is why I struggled to sell the car — potential buyers recognised the Cayman R's

amazing specification, and nobody cared for the lack of radio, but no-air con? Most interested parties walked away for this reason alone."

Eventually, the R sold. Following dalliance with a BMW E92 M3, a 981 Cayman GT4 appeared in Rob's garage. "The 981 GT4 is a brilliant car. Andreas Preuninger, head of Porsche's GT product line, has done a brilliant job in making the manufacturer's products generate the best lap times, even though power might be down when compared to GTs from rival car makers. I made a beeline for the GT4 after loving the mid-engined layout of my 987 Cayman R."

Porsche Centre Wilmslow supplied the GT4, which went on to benefit from a selection of suspension upgrades. "My Evo required massive updates to make it competitive, whereas Porsches are excellent in their standard state of tune. You find yourself chasing milliseconds, not five seconds. That said, I optioned twenty grand's worth of extras, including 918 carbon buckets and ceramic brakes. I pedal my cars hard, hence I was concerned when I read reports about owners substituting factory ceramic discs for aftermarket rotors in an attempt to avoid costly replacement genuine parts. With this in mind, I had the original

**Above and below**  
As a Porsche Rob intends to keep for the long term, he optioned the car with a massive amount of extras, including the Weissach package and Paint to Sample







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carbon discs measured for wear. They had plenty of life left in them, making me wonder why there is so much hype surrounding this topic."

#### INSTANT REGRET

With 380bhp, 310lb-ft, top speed of 183mph and a six-speed gearbox, not to mention totally controllable handling, the 981 GT4 is an amazing Porsche. With a Scottish road trip taking in part of the North Coast 500, Rob experienced first-hand how versatile this flavour of Cayman is, but after reasoning numerous long-distance road rallies and more than a dozen trackdays each season had exhausted all he could do with the car, he sold it and bought a McLaren 570S. "Awful," he frowns. "I got wrapped up in the idea of owning a supercar. Don't get me wrong, the 570S is great on the road and possesses a huge amount of wow factor, but I found it to be abysmal on track. It made me realise how brilliant the 981 GT4 really is. I shouldn't have sold the Porsche." Purchase of a nearly new first-generation 991 GT3 RS in 2016 softened the blow.

Once again, Porsche Centre Wilmslow served as supplier. "We all remember the recall on early 991 GT3 engines, which were at risk of going up in flames," Rob continues. "Though not highly publicised, some GT3 RS engines suffered the same problem. Mine was one of the unlucky ones. Doubly unlucky was the fact the engine failed a day after the car's warranty expired." Despite the Centre Principal's best efforts to assist, Porsche in Germany refused to agree a

fix without charge. "The official repair was an entirely new engine costing tens of thousands. To my great relief, technicians at Porsche Centre Wilmslow reckoned they could fix the engine, rather than replacing it." To this end, the unit's affected valve guides were replaced. The cost? "They charged me three and a half grand. Considering typical main dealer rates and, of course, the process of removing and refitting the engine, this was exceptional value for money. I was very relieved!"

Three years of ownership and plenty of track days later, Rob returned to Porsche Centre Wilmslow and placed an order for a brand-new 718 GT4 RS. His build slot was repeatedly pushed back, leading him to buy a Radical SR8 as a stop-gap track toy. "I sold the GT3 RS and figured I'd keep the Radical for a single season. As time went on, however, I recognised the GT4 RS would be a keeper and the

Radical would enable me to spread mileage between cars, leaving the Porsche available for both trackdays and long-distance road trips."

Speaking of street use, despite what you might be thinking, the GT4 RS ride isn't bad at all. Of course, Britain's roads are far from exemplary, and the GT4 RS does suffer over the most uneven surfaces, but it's tolerable — very firm around town, jolting over speed bumps and potholes, but becoming less problematic as speed builds. Naturally, the stiffness of the car's construction means it is it's slightly less composed than the GT4 and will occasionally skip over big bumps, which can cause a moment of slip from those 295/30 ZR20 rear tyres. Counter-intuitively, opting for the firmer damper setting makes the RS feel a little less jittery at speed, although it won't help much when you're crawling around town. On a smooth road or track,

**Below** The 718's interior architecture is showing its age, though Rob has managed to lift the cabin with a selection of desirable upgrades







**Above and below**  
The GT4 RS is surprisingly compliant on the public road, making it more suited to long-distance adventures than one might imagine when only taking the car's track credentials into consideration

however, the GT4 RS's firmer chassis pays dividends. There's no knocking the standard GT4 here — it's a fabulous car and arguably the more rounded option — but when corners come thick and fast, the RS feels that little bit sharper and more responsive. The stiffer suspension setting drags the car's body around a little more rapidly. This isn't video-game handling, but there's plenty of feel.

Not only are bumps transmitted through the ultra-supportive bucket seats, but also through the steering wheel. Porsche steering has long

been first class, but the GT4 RS feels completely alive. Bumps translate into small shudders and the front wheels tell you exactly how much grip they

engine in the middle, the car feels less tail-heavy than the 911. And, although it's only twenty kilos lighter, the GT4 RS feels a little more agile, as well as less twitchy under power.

It doesn't have the tail-out drifting prowess of the GT3 (although will slide if provoked), but it corners even more beautifully and feels more natural — the GT4 RS doesn't roll

## IN STOCK TRIM, THE MODEL'S ENGINE MAY BE A LITTLE LESS POWERFUL THAN THAT OF THE GT3, BUT IT'S JUST AS VISCERAL

have. And because the steering is slightly heavier than that of the GT4, it's marginally easier to be smooth and progressive with your inputs.

Returning to the idea of framing the GT4 RS alongside the GT3, we need to address the Cayman's balance. With the

a great deal in bends, and it's certainly more planted than the standard GT4, but there's a little more feeling of weight transfer than in the GT3, which means the Cayman is more predictable and less highly strung.

This isn't all the GT4 RS has going for it. In stock trim, the model's engine may be a little less powerful than that of the GT3, but it's just as visceral. Those rear window intakes provide a new aspect to the flat-six noise, characterised by a whistle in your ear as the engine gulps in air. The whole car feels raw and unfiltered, with the flat-six popping and banging its way through the lower rev range and screaming all the way to its 9,000rpm redline. The sound matches the power delivery, which is brutal and uncompromising. The standard GT4 is mighty fast, of course, but it has to climb the rev counter before it really punches you in the back. The GT4 RS is more instantaneous, flinging itself toward the next bend every time you twitch your right foot. And the seven-speed gearbox is a doozy, snapping its way up and down







the ratios and eliciting exactly the right response from those twin exhausts.

This Porsche has its problems, though. The interior, for example, is based on the standard 718 cabin, albeit with Race-Tex (a microfibre material partially consisting of recycled polyester fibres) as standard trim on the button-free steering wheel and the gear selector.

There's carbon-weave here and there, plus full buckets, with eighteen-way adaptive sports seats available as a no-cost option. For all this, however, the 718 Cayman is essentially seven years old and aspects of the cabin are showing their age. For one, the infotainment system is a little clunky, and the digital displays in the instrument cluster feel dated, especially after you've experienced the more modern displays in the current 911 and Cayenne.

When it comes to the question of value, the £120,000 starting price puts the GT4 RS in a strange place, not least because this is almost twelve grand up on the cost of ownership for the same model this time last year. Rob's

GT4 RS features the optional Weissach performance package, which at the time of writing adds £12,305 to the asking price. For this spend, carbon-fibre is used to produce a variety of equipment,

than if you bought a basic 718 GT4. In fact, if you're going to use your Porsche every day, the standard GT4 is going to be more pliant around town and much better value, while only being slightly

more compromised on a good road.

Then again, if you want amazing engine noise, handling and performance for a blast on your favourite track or

rural ribbon of asphalt, this is the best new Porsche you can buy right now, and we're including the 992 GT3 in our calculations. On a track, the GT3 is going to be faster and more fun, but taking into consideration the GT4 RS's lower price tag, greater balance and more supple ride, the Cayman provides far better value for money.

Of course, the 992 GT3 RS is now with us, but this is pretty much a full-blown race car, even if Porsche has attempted to make it more road-friendly than many were anticipating. Make no mistake, as Rob's ride demonstrates, for those buying a new Porsche sports coupe for high days and holidays, the 718 GT4 RS is as good as it gets. ●

**Above** Rob admits he bought his car's personalised registration before he managed to secure a GT4 RS build slot

## THIS ACID GREEN STREET-LEGAL TRACK ATTACKER BOASTS THE BEST SPECIFICATION OF ANY GT4 RS WE'VE SEEN TO DATE

including the frunk, process air intakes, cooling air intakes, airbox cover, door mirror trims and rear wing. The package also includes a titanium roll cage and tailpipes designed to look similar to those of the modern 935.

Rob's car features twenty-inch forged magnesium wheels. Today's Porsche configurator suggests this option alone will set you back £11,573. Paint to Sample is a further £8,453.

The list goes on. Regardless, this Acid Green street-legal track attacker boasts the best specification of any GT4 RS we've seen to date. Even without this desirable individual equipment, however, the model is a going to deplete your bank balance by a massive amount more




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# INDYPENDENT THINKING

**Dominated by race car owners, the United States Auto Club cast a jaundiced eye at Porsche's ambitions to compete at Indianapolis. In the second instalment of our two-part series focusing on the manufacturer's plan to take on the Indy 500, we discover just how resourceful Weissach's engineers were when Interscope commissioned a new car to carry the 935/72 flat-six...**

Words Karl Ludvigsen Photography Porsche Corporate Archives, Ludvigsen Partners

**P**orsche's turbocharged Type 935/72 flat-six was coming along nicely for the company's 1979 campaign at

Indianapolis in partnership with the ambitious Interscope team and its ace driver, Danny Ongais. Allowable boost pressures, however, had been coming down to curtail rising speeds at the oft-dangerous quad-oval. For Porsche, no single issue was more crucial than the boost pressure at which the Porsche engine would be allowed to compete.

Boost pressures were an issue in a controversy between racing rule maker, United States Auto Club (USAC), and a group of team owners banded together in the summer of 1978 to form Championship Auto Racing Teams, Inc. (CART). These concerned individuals were worried about USAC's inclination to penalise their new Cosworth engines by forcing lower boost pressure in order to help the poorer Offenhauser-powered teams, who couldn't afford these costly new British powerplants. Porsche stepped right into this scenario.

When, in 1979, CART teams rebelled and started their own racing series, the stage was set for the eventual isolation of Indy 500 as the only major race sanctioned by USAC. The FIA-linked Sports Car Club of America (SCCA) accredited CART's racers, allowing them to compete in international events, such as the Indianapolis race. In the autumn of 1979, when Interscope and Porsche were beginning to test, the racing outlook for 1980 was uncertain at best. CART teams were those most likely to be friendly to Porsche's entry, but USAC was bidding fair to continue its rule of

the famous Speedway. There, USAC showed itself to be less than steadfast, making several changes in rules and interpretations of rules during qualifying for the 1979 Indy 500.

For 1980, USAC allowed four-cylinder racing engines — the Offys — a boost of sixty inches of mercury, 15.0psi above atmospheric pressure. Eights, such as the Cosworths, were allowed only forty-

he sent would show only overall dimensions. Even so, his letter indicated further technical information would be forthcoming. I must note, I didn't receive anything further."

Subsequently, Flegl sent engine power output data to Jo Hoppen for forwarding to King, but Hoppen didn't pass the information along. He told Flegl and his other Porsche colleagues they should

rely on him to sort the matter.

With this important issue unresolved, the first tests of the Parnelli-Porsche took place on October 10th and 11th at California's Ontario

Motor Speedway, which had been built as a West-Coast replica of the two-and-a-half mile Indy track. Running boost of 72 inches, 20.7psi, Ongais turned ninety-nine laps and clocked a fastest lap of 197.1mph. Not bad for a test car using a four-year-old chassis, especially considering the Interscope people assured their Porsche counterparts the California track was two miles per hour slower than the one in Indiana.

## BRACE YOURSELF

Boost for boost, this showed comparability with the Cosworth, with clear potential for better fuel economy. The basic engine was also lighter, registering 348 pounds against the DFX's 410 pounds. It would require supplementary chassis bracing, though, unlike the Cosworth, which had been designed from the start to serve as part of the host race car's chassis.

Reports on the successful test were submitted to the Porsche management board, which met on 22nd October. The following day, company CEO, Ernst Fuhrmann, convened his top Indy project managers. "The board has approved our going to Indianapolis with Interscope,"

## BOOST FOR BOOST, THIS SHOWED COMPARABILITY WITH THE COSWORTH, WITH CLEAR POTENTIAL FOR BETTER FUEL ECONOMY

eight inches or 9.3psi. USAC was entirely at liberty to set pressures as it wished. What would it specify for a six-cylinder engine? None had sought to compete since the Bardahl-Ferrari in 1956. Moreover, sixes had only won twice, namely the first race in 1911 (Marmon) and again in 1946 (Sparks-Thorne).

Porsche's racer in America, Jo Hoppen, was a man for whom this programme was vitally important. He was Porsche's interlocutor with USAC and its President and Chairman, Richard 'Dick' King. In response to Hoppen's entreaties for a decision on Porsche's engine, King stated USAC needed a great deal more technical information before it could render a view. Thus advised by Hoppen, Manfred Jantke (Porsche's public relations and sports director) asked project leader, Helmut Flegl to speak to King, which he did at the beginning of September. King recalled what happened next.

"I received a letter from Mr. Flegl. It featured basic side and front sketches of the six-cylinder, 2.65-litre Type 935 Porsche engine. Mr. Flegl told me there were no detailed drawings of the engine available and that the basic sketches

**Facing page** Danny Ongais, nicknamed On-Gas and The Flyin' Hawaiian, competed professionally in motorcycle, sports car, CART, IndyCar, Formula One and drag racing





he told them. A budget equivalent to two million dollars was assigned to the project. This was followed up on November 13th by a working meeting, which Danny Ongais and Vasek Polak also attended.

Although renowned for his taciturnity, Ongais had been chatting up King on Porsche's behalf. King referred to "numerous" conversations with both Ongais and Hoppen over the boost pressure question. "In many of these conversations," said the USAC chief, "we requested further technical data regarding the engine." In its absence, USAC agreed that as "an equitable starting point for test purposes", a boost pressure of 54 inches of mercury, 12.3psi, would be appropriate. This figure, which exactly split the difference between the four- and eight-cylinder pressures, was not declared to be definitive, though.

This was comforting enough for Porsche to switch on the green light for public revelation of its plans. The InterScope car was shipped to Weissach, where it was thoroughly weighed and measured across December 4th and 5th. The next day, it was revealed to German motoring press at Stuttgart's Intercontinental Hotel. The car was painted in a lick of pristine German-racing white, as opposed to the traditional InterScope black. "We're not coming to Indianapolis with expectations

of instant victory," Manfred Jantke cautioned his countrymen. "The project is intended to run for more than a single year. We're sure to need a good deal of time to catch up with our rivals, but with luck, perhaps we can beat them."

Airlifted to New York over the weekend, the white Parnelli-Porsche was shown to America's racing press on December 11th. An assault on Indy was big news the company planned to fully exploit. "Porsche-Audi dealers throughout the country will be full

partners in the effort," trumpeted *Competition Newsletter*, "and will be closely involved in a broad-based Indy 500 promotional programme to be announced in early spring."

At the press launches, the engine's power was given as 630bhp at 9,000rpm on a boost pressure of sixty inches, the same as allowed the four-cylinder Offy. Torque at this level of boost was quoted as 412lb-ft at 6,400rpm. Neither this power rating or some of Porsche's more bullish statements was calculated

**Above** The radical design by Roman Slobodskyj to carry the Porsche six for InterScope benefited from critiques by Porsche engineers

**Below** Even when it seemed Porsche's Indy 500 dream was over, Helmuth Bott approved continued testing of the 935/72 in InterScope's car







**Above** Manfred Jantke, head of Porsche's sports and PR department from 1972 until 1991

**Right** The car was never given a proper shakedown and went to ground until its recent restoration

**Below** Slobodinsky's drawing suggested Interscope and Porsche would be a winning partnership, but Danny Ongais would race a version of the assembled car at Indianapolis in 1982 without a Porsche engine



to calm concerns of the Speedway's old guard over this new threat to their status quo, which itself was in turmoil with the CART-USAC split drama.

In January 1980, track tests resumed at Ontario with the USAC-mooted boost pressure of fifty-four inches. Three tests collected a total of 172 laps and a best lap of 187.3mph. On January 21st, they tested at Phoenix for a best lap of the one-mile oval at 138.7mph. Although these were reasonable speeds for a provisional car, connecting rod and bearing failures were again experienced — always a worry in a

programme in which separate teams are building the engines and chassis. Either can be responsible for oiling-system

The upshot of their conversation was USAC offering to send two technical representatives to Stuttgart to see the engine in person.

"We agreed," said Flegl. "Why shouldn't we? When they arrived at Stuttgart Airport, however, we discovered their expert was AJ Foyt's engine man!" Foyt, a USAC

stalwart, was among those most wary of the Porsche effort.

## THE UPSHOT OF THEIR CONVERSATION WAS USAC OFFERING TO SEND TWO TECHNICAL REPRESENTATIVES TO STUTTGART

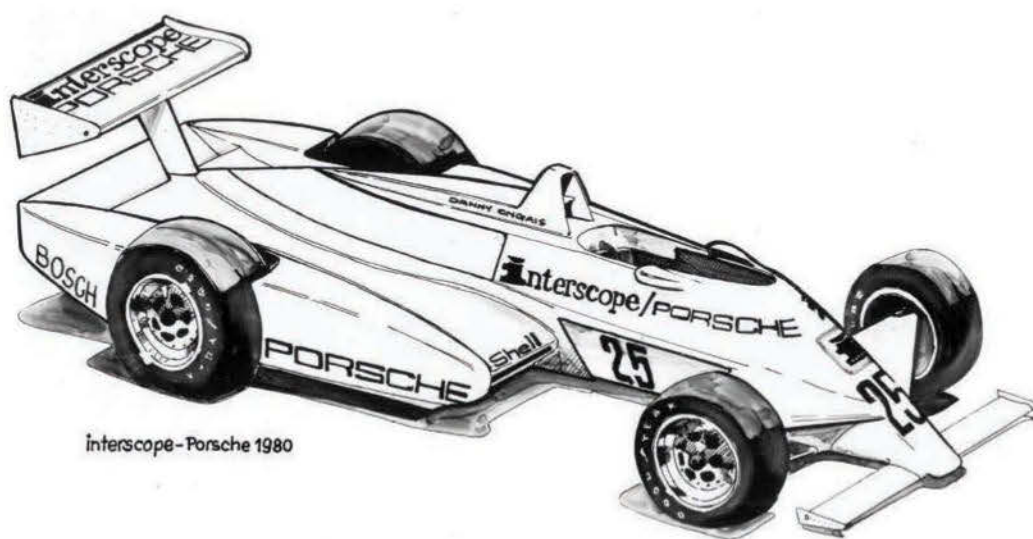
problems. In general, however, "the engine was fine," Flegl recalled. "We felt it would be competitive."

Early in February, Hoppen called King to request confirmation of the six-cylinder boost of fifty-four inches. King protested he was still in the dark about the Porsche's specifications and power.

### DIFFICULT CUSTOMER

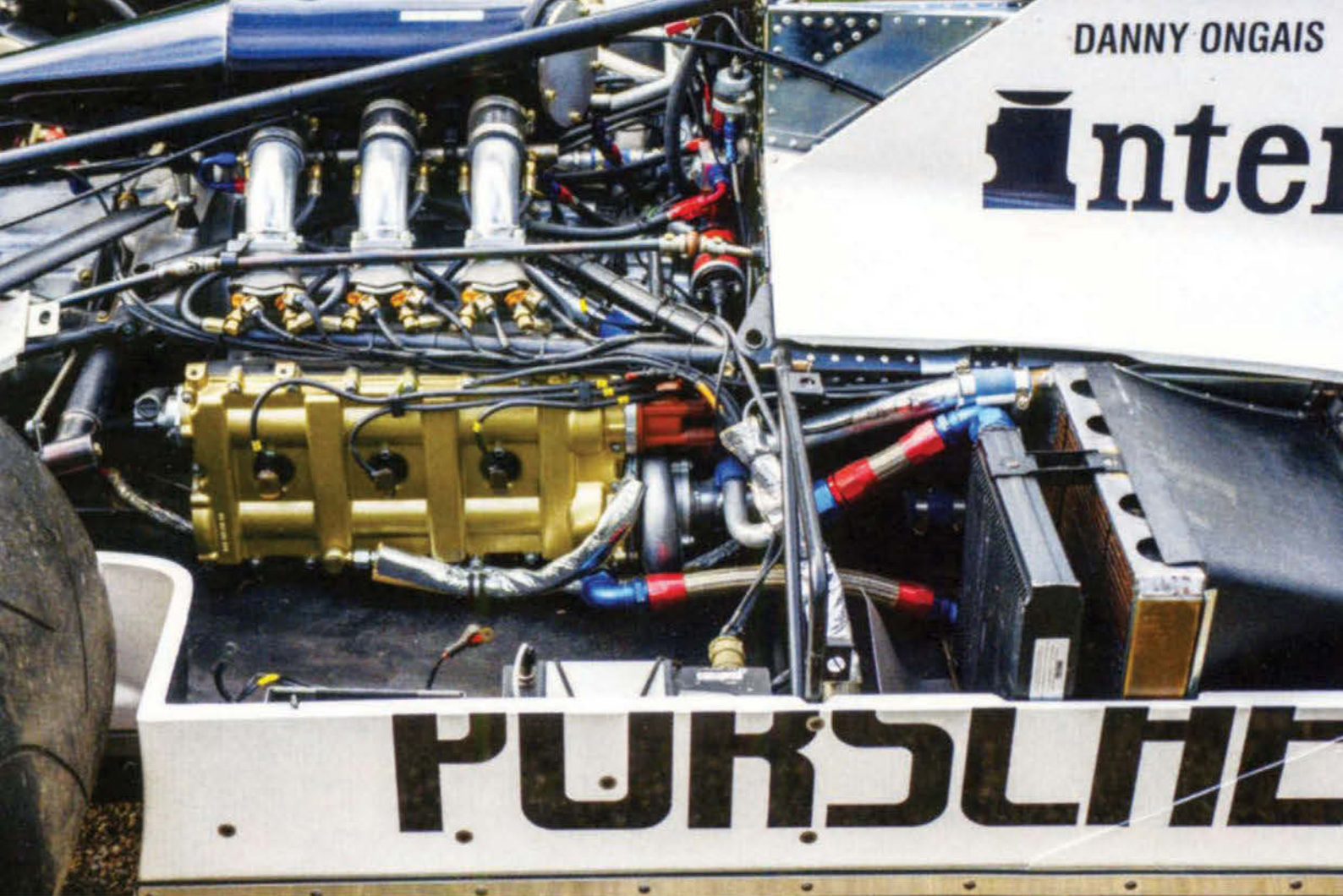
Here was a quandary for the Stuttgart concern. Foyt's Howard Gilbert was the man least likely to take a balanced view of the Porsche engine. He was accompanied by veteran Indy crew chief, Jack Beckley. "We couldn't very well have them landing here and not see them," said Flegl, who arranged for the Americans to visit Weissach on February 20th and 21st. "The engine guy knew what he was looking at" when the flat-six was tested on the dynamometer, Flegl recalled. "He made some calculations of the fuel consumption." The power they saw with the mooted boost of fifty-four inches was 574bhp.

Coincidentally, tensions with Interscope developed. Looking over the design of its all-new car for 1980, Porsche was not impressed. It featured almost complete enclosure of the rear tyres, yet did not fully exploit the ground-effect technology evident in designs



interscope - Porsche 1980





authored by Bob Riley in Indy cars for Foyt and George Bignotti. These designs reached an apogee in 1980's winning Chaparral, penned by John Barnard.

Although the project as a whole was said to have been awarded the factory Type 940 designation, Porsche's technicians were not convinced the new Interscope car should carry their engine at the Speedway. The relationship with Interscope was "difficult," Flegl admitted. "We couldn't build up a real relationship in such a short period of time. We were more used to European racing."

On Monday and Tuesday the 3rd and 4th of March, Ongais was testing again, this time at the fast two-mile Texas World Speedway. Two hundred and eleven laps were turned with a best clocking of 189.9mph. In Indianapolis the following day, Wednesday, the USAC board's executive committee met to discuss the findings of their emissaries to Stuttgart. The data they were shown included information on other engines using what was termed "a comparative method of extrapolation". Two days later, King wrote to Hoppen, his interlocutor in the matter, to report the USAC's conclusions. His comments on the technical findings were as follows.

"It was determined that while the

engine performance in its present configuration is not extremely competitive, several basic engine modifications can be made to improve the engine's performance. Modifications in the lubricating system alone can, in theory, increase the rpm range considerably, thereby improving horsepower and torque. Other modifications in the areas of air intake and exhaust would likely make further significant performance improvements."

After this negative assessment of the competence of Porsche's engineers, King delivered the bad news. "After studying all available information and lengthy discussions, it was decided to set the manifold pressure for this engine at forty-eight inches of mercury." This was the same as afforded to the Cosworth V8, a pure race-bred power unit. King sought to sugar-coat this disappointing decision by saying USAC would observe the engine's performance "with the possibility of re-evaluation if it is not competitive." He concluded by "strongly encouraging" both Porsche and Interscope to continue the six's development.

This was devastating news for Porsche's plans and especially to Hoppen, who had undertaken to

smooth his company's path to the big race. Jantke flew to the USA to press Porsche's arguments and engaged in correspondence with King, but to no avail. The frustrated Jantke would call the USAC decision "an effrontery, the biggest scandal I've experienced in motorsport."

In March — and again in mid-April — 1980, Porsche and Interscope were back at Ontario. They recorded best laps

**Above** Ducts from the front brought air to engine coolers and intercoolers in the Interscope-Porsche

**Below** The driver had a neat cockpit with a tachometer near centre and boost pressure on the left







**Above** Peter Schutz, head of Porsche from 1981 until 1987

**Top right** Drag-cheating suspension covers and air entries for both radiators (and delivery of air to downforce venturis)

**Right** Ground-effect tunnels exited from both side of the central keel, while cooling air and turbo exhaust were accommodated by upper-deck vents and a slot across the tail

**Below** Steel tubes formed the frame and abutments for the suspension coils

of 188.8mph with fifty-four inches and 180.2mph with the imposed forty-eight-inch boost. At the latter level, reported

Flegl to his management, "the engine had too little power, 540bhp at most. To develop higher power, it would be necessary

to change the engine fundamentally in order to reach higher crankshaft speeds. In principle, this would be possible, but would demand a delay of some five months for the ordering of new crankshafts and connecting rods."

Would it be worth the effort and cost to develop such a new engine?

The uncertainty was too great, said many at Porsche. They recalled the perfidiousness of the Americans at the

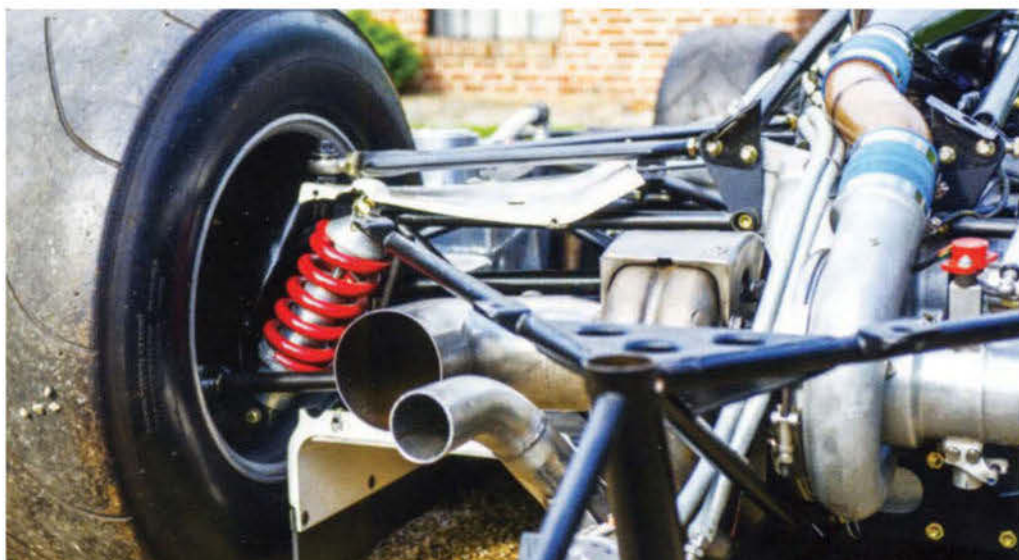
## AT LE MANS IN JUNE 1980, THE PORSCHE MEN MET WITH INTERSCOPE TO ASSURE THEM OF THEIR CONTINUED COOPERATION

end of the 1973 Can-Am season, when the SCCA reneged on an agreed plan that would have made Porsche hardware readily available to all competitors. Instead, SCCA bods imposed a fuel consumption limit hampering the Porsche effort, leading to the brand's withdrawal from the series.

A glimmer of hope for the existing engine was seen in April, when news suggested USAC and CART had reached reconciliation. This promised stable engine rules and a chance for the fifty-four-inch boost level, but on April 21st, the ruling Porsche had to run at forty-eight inches was confirmed

by the new partners. This was the final straw. On April 23rd, Porsche announced that it wouldn't make engines available for Indy racing after all. Calling this "a grave and disappointing decision for the company," it instead turned to its preparations for the year's 24 Hours of Le Mans. As far as the public was concerned, this was the end of the Porsche Indy project, but the very next day, a proposal was put to development chief, Helmuth Bott. It recommended a three-month continuation of Indy activity to see how the engine worked in the new car Interscope had built to carry it.

Bott approved the plan. At Le Mans in June 1980, the Porsche men met with Interscope to assure them of their continued cooperation. The California team suggested the group should consider an entry on July 13th at Mid-Ohio, a twisty track likely to show the engine at minimum disadvantage. Porsche agreed. Meanwhile, the rapprochement between CART and USAC led to the formation of the Championship Racing League







and the introduction of new engine regulations from mid-year. Greater rules stability seemed to be in the offing. A compromise was again sought in the hope of allowing the Type 935/72 boxer a better chance. Jantke hoped for a figure less than fifty-two inches, but not so low as forty-eight.

With good news not immediately forthcoming, Interscope recommended the Mid-Ohio entry be called off. Instead, work went ahead on required engine alterations to fit the unit to the new Interscope chassis. This was completed on 28th July, when the first tests took place at

Ontario Motor Speedway. By mid-August, the Porsche-powered Interscope IP-1 was up to 187.4mph on fifty-four inches of boost and 179 with forty-eight inches, about the same as the old Parnelli had recorded. Ongais described this as "something approaching competitive speed". The final test on September 25th produced a clocking of 189.5mph on fifty-four inches.

In the meantime, Porsche's engineers met to review the technical potential of their engine. A short-stroke version of the 935/72 was laid out. It would have a bore of 96.8mm with a sixty-millimetre stroke. New 124mm connecting rods would be made six millimetres shorter and running on big-end journals reduced from fifty-three to fifty millimetres. The engine would be narrower with the

shorter stroke, requiring adjustment to camshaft gear drive. The valve gear would be upgraded to cope with the new unit's peak speed of 10,800rpm. Revised fuel injection would deliver methanol into the eye of the turbocharger compressor, as well as directly to the cylinders.

In July, Porsche decided to make ten such engines. This was not disclosed to Interscope — Weissach wanted to keep its options open. Another of its

special dispensation for Porsche's flat-six. On October 16th, Bott reported to his colleagues with sporting involvement that the board had decided to terminate the Indy project. An epic adventure, one which had begun so hopefully, had ended, or so it seemed.

During 1981, a new chief at Porsche, an American, showed he was susceptible to the Indy virus. Indeed, in August of that year, Peter Schutz had it in mind to contact Ted Field with a view to discussing revival of the Indy 500 cooperation with Interscope. Valentin Schäffer, Porsche's forced induction

**Above** A new dawn of sports car racing was fast-approaching, heralding Porsche's amazing decade-long dominance with the 956 and, later, the 962

## BOTT APPROVED AN ALLOCATION OF DM120,000 TO MAKE A START ON SOURCING THE NEEDED CONNECTING RODS, CYLINDERS, PISTONS AND HEADS

allies, one of the staunchest, had been showing strong interest in an Indy program. Indeed, in the summer of 1979, Peter Gregg of Brumos had declared, "it is my wish to enter a totally Porsche car at Indianapolis." Gregg saw Indy as a suitable challenge for his team, with Hurley Haywood serving as driver. And Gregg was determined to do it with Porsche. "The manufacturer had been thinking of a totally works car with a works team, meaning they could give engineers of their production cars the experience of working in motorsport." By mid-December 1980, however, Gregg was dead by his own hand.

In the meantime, the decision to make more Indy engines was rescinded. Further consultations with the American authorities had shown little hope for

specialist, carried out an inventory of the parts needed to complete the short-stroke engines and reported with an immediate decision they could be ready in the November-December time period. On August 28th, Bott approved an allocation of DM120,000 (\$53,100) to make a start on sourcing the needed connecting rods, cylinders, pistons and heads.

By the close of 1981, this initiative too had been terminated. The contagion that is the Indy 500 had run its course at Porsche, for the time being. The engineers at Weissach were already investing their experience with the 935/72 engine in a new Group C sports-prototype that would win more laurels for Porsche than the firm could ever have hoped. ●





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# PAPARAZZI PORSCHE

Following a life spent chasing royalty at the hands of a tabloid photographer, this 1986 Carrera 3.2 was subsequently stripped and rebuilt to bespoke specification, including a turbocharged flat-six now delivering more than 500bhp...

Words **Dan Furr** Photography **Dan Sherwood**

**E**very now and again, an event of huge global significance encourages us to remember exactly where we were and what we were doing when news

of the development broke. Where was your car, though? Moreover, what was it doing? As far as the heavily modified 911 on these pages is concerned, the event was the death of Diana, Princess of Wales. The car's

location? Paris. What was it doing there? Chasing Diana and her companion, Dodi Fayed, into the Pont de l'Alma tunnel, where the

Mercedes-Benz W140 280 they were travelling in clipped a white Fiat, collided with a pillar and hit the tunnel wall, resulting in the pair (and their driver, Henri Paul) losing their lives.

"The then owner of the car was a paparazzi photographer," explains Matt Barnett, founder of Hertfordshire-based independent Porsche specialist, PorschaCare, and current custodian of the now turbocharged Carrera 3.2. "When I took ownership, I noted camera mount fastening holes drilled into the body. I'd known this Porsche a long time through my apprenticeship at JZM in the mid-to-late 1990s, when this car was cared for by the company at the request of what I later learned to be an independent cameraman taking pictures of the British royal family for the tabloid press. This very Porsche was involved in the pursuit of Princess Diana through Paris on 31st August 1997, a high-speed chase leading to her untimely death."

Subsequently asked to distance himself from the royal household, the car's owner decided to sell up. "It was bought by the late Tony Outridge, the author of many books about air-cooled Porsches. He acquired the car in 2000, at

which point it had no engine after being stripped to a rolling shell at St Albans-based Porsche indie, JAZ. Tony installed a Type 915 gearbox and a 3.3-litre classic 911 Turbo engine, which I sourced and helped to get up and running. Even back then, I knew I wanted to own this car."

Matt's career working on Porsches was on an upward trajectory. In 2001, together with fellow JZM technician, Ollie Preston (who would go on to establish

begged, borrowed and stole to ensure ownership. I also spent every penny I had on bringing the car up to scratch. This was when you got two dollars to the pound, a favourable exchange rate encouraging spend on parts from retailers in the United States."

Matt's passion for Porsche stretches back further than his time working at marque specialists. "My father was a big 911 fan," he continues. "He owned a

Glacier Blue 1974 911 S 2.7 Targa and a 911 SC race-prepared by Pickup Motorsport in order for the car to participate in the Porsche Club Championship. My mother would take

## A FACTORY NON-SUNROOF CAR IN LEFT-HAND DRIVE AND ORIGINALLY DELIVERED TO A CONSISTENTLY WARM REGION OF ITALY

RPM Technik), he left the firm in favour of a job at Porschons Classic in Kimpton, Hertfordshire, where he was operating under Tony's guidance. "Ollie and I were in our element, building and restoring old 911s. As if things weren't enjoyable enough, a year into my employment with Tony, he offered to sell me the Carrera 3.2 I'd hankered after for so long."

Despite rolling on a B-registration, this altered 911 was, in fact, manufactured for the 1986 model year. A factory non-sunroof car in left-hand drive and originally delivered to a consistently warm region of Italy, the Porsche remains in its original colour, Prussian Blue Metallic. "I have no doubt the car's time in Italy was responsible for the complete lack of corrosion on the body. A ducktail had been installed at the rear, but I had a vision of how I wanted the car to look and was keen to ditch as much kerb weigh as possible."

Matt paid Tony just £7,750, though this was at a time air-cooled Porsches were worth a lot less than they are today and when the cost of living was significantly cheaper. That said, wages were much lower, meaning the sum he paid was worth a lot more then than it is now. "I

my brother and I to watch him compete. Eventually, we became pit crew. Through the repeated fixing and tuning of the car, I learned the basic skills I would turn into my trade years later. Preparing racing Porsches during my formative years also informed my idea of what makes a truly quick 911." The basic ingredients for the perfect recipe, so he tells us, are low overall weight and as much engine power as can be sensibly realised.

### CHANGING LANES

JZM built several 930-powered Carrera 3.2s and SCs during Matt's stint at the firm. One such example, a Cobalt Blue SC, left a lasting impression. "It blew me away! I'd never felt performance like it. I had huge Turbo envy! It was at that moment I realised just what an air-cooled 911 is capable of. It's why I reasoned I needed ridiculous levels of power from my car's turbocharged flat-six, which is now developing in excess of 500bhp." Astonishing output for a G-series 911 weighing no more than a thousand kilos.

We're getting ahead of ourselves. In a bid to reduce weight, the first thing Matt attended to was dismissal of any item he deemed supplementary to

**Facing page** The car will soon be treated to MoTeC engine management to not only deliver more power, but to refine the way the big-bhp output is delivered





requirements. The standard carpets were ditched and sound deadening material was removed from the floorpan, engine bay and anywhere else it could be found. A lightweight Perlon carpet set was installed. The rear seats and safety belts were removed, while the heavy front power seats made way for super-light carbon-fibre race buckets and Sparco three-inch harnesses. The parcel shelf and rear quarter panel trims were binned and all audio equipment was ripped out, as was the car's climate control system, including heat exchangers.

The electrically operated window and door mirror systems were dismissed, replaced by lightweight 935-style mirrors and manual winders for maintained functionality. In fact, almost all power-operated equipment was ousted in favour of old-school analogue equipment. The central locking, for example, was ejected, as was the courtesy light. The large screenwash bottle was replaced with a much smaller reservoir. Obviously, all redundant wiring was removed.

"I spent a lot of time chatting to the team at Patrick Motorsports in Phoenix, Arizona," Matt reveals. Established in 1989, this Stateside Porsche restoration and tuning specialist is a global leader in the design and manufacturing of custom components to enhance the specification of air-cooled classics. When Matt decided to switch from a 915 gearbox to a Getrag G50, Patrick Motorsports helped by

providing a complete transmission built to exacting specification. "The G50 isn't a straightforward fit in a 911 designed to accommodate a 915," Matt explains. "There are many differences which need to be accounted for and overcome, not least the physical size of the G50, which is a few inches longer than the 915. Altered plumbing for the G50's clutch is also required."

Patrick Motorsports provided an off-the-shelf solution by shipping a G50 with a shortened bellhousing and input shaft, as well as all the necessary fitting hardware and a custom mounting bar. The unit was provided on an exchange basis. To avoid being without his car for the five weeks it took for the new gearbox to be built and shipped, Matt sourced a donor G50 from a salvage yard ("back when 911s could be found in such places") and sent it Arizona-bound. "I also ordered a Patrick Motorsports lightweight flywheel, exhaust, uprated turbocharger, intercooler, Setrab oil cooler and an oil catch can. Additionally, the gearbox was equipped with a Quaife ATB limited-slip differential, fresh bearings and new synchros. I bought a new pedal box, a Centerforce dual friction clutch, a billet differential cover plate, Powerflex polyurethane transmission mounts, master and slave cylinders, plus a new gearbox fluid reservoir."

Back in the cabin, Alcantara was used to cover the gear and handbrake gaiters,

headlining, door top rails and dashboard knee bar. A lucky find was a genuine Porsche-issue MOMO drilled three-spoke steering wheel, now retrimmed. An ANDIAL boost gauge replaced the analogue clock, while a Stack air/fuel ratio gauge and a switch to flick between engine maps took up residence where the radio once lived. "The car continually evolved," Matt tells us. "I didn't have a headline power figure in mind, I just wanted this 911 to look great and be outrageously fast."

The aesthetic is part Turbo, part IROC. The previously installed ducktail has made way for a lightweight 930-style

**Above** 930 engine has been built to custom spec and is linked to a modified Getrag G50 prepared by Patrick Motorsports in Phoenix, Arizona

**Below** Extreme weight saving (through measures including removing power windows and mirrors) has resulted in kerb weight of only a thousand kilograms











composite lid allowing for use of the turbocharged flat-six's intercooler. The panel was sourced from GT Racing in the USA, as were the IROC-style bumpers. A late G-series rear fog light panel, clear indicator lenses and Veloce wheels designed to replicate the look of the 964 Turbo's iconic Speedline split rims round out the changes.

### STING IN THE TAIL

As you can probably gather, this car's beating heart is the main event. And what a flat-six it is! The 3.3-litre 930/66 boxer benefits from huge specification, including a balanced and knife-edged crankshaft, ARP fasteners throughout, Dougherty Racing camshafts manufactured to Supercup profiles, a set of competition valve springs and retainers, a Kokeln long-neck intercooler, a 964 Turbo diverter valve, a Kolkeln quick-spool roller-bearing hybrid turbocharger, a BBE direct-flow exhaust system with wastegate screamer pipe, a Tial Sport F46 wastegate, twin Bosch high-flow fuel pumps, an MSD boost enrichment controller, a Turbosmart electronic boost controller with switchable settings, Magnecor ignition leads, a high-flow air filter and a reinforced engine mounting bar loaded with polyurethane bushes.

Speaking of polybushes, unsurprisingly, the suspension is littered with them. "It's the one area of the car I haven't had to alter," Matt concedes. "The paparazzi guy got the team at JAZ to configure the chassis for fast-road driving, in keeping with his need to drive quickly at a moment's notice. I have to say, the

company's technicians did an absolutely epic job, installing larger-diameter torsion bars, a bump steer kit, 911 Turbo steering tie rods and Bilstein race dampers, equivalent to B8 dampers in the present. The lighter I made the car, the more its suspension came alive."

964 Turbo brake calipers loaded with bespoke front discs and 911 Turbo rear rotors are powdercoated yellow (calm down, PCCB fans) and make use of Pagid RS29 pads, Castrol SRF brake fluid, a 930 master cylinder, Patrick Motorsports caliper adapters and Goodridge stainless braided hoses. Additional cooling is provided by ducts in the IROC front bumper. With the decidedly low kerb weight taken into consideration, the composition is more than capable of bringing this highly personalised Porsche to a swift halt.

While the beast was being built, Matt's career saw him move to London-based

Porsche sales outfit, Portiacraft, where he took care of sales car preparation, as well as servicing, maintenance and full engine rebuilds. "I stayed at Portiacraft for twelve years," he confirms. "The role saw me move away from working predominantly on air-cooled cars. Instead, I was busying myself with the various models of 996 and 997. I've got a soft spot for these early water-cooled 911s. They are amazing machines and represent huge value for money."

In 2014, he decided it was time to branch out and start a Porsche business of his own. Consequently, he founded PorschaCare from a small unit on a farm in the village of Codicote, near Hitchin, with a just a single ramp and his extensive collection tools. A loyal base of customers was quickly formed. Even Portiacraft enlisted his services, providing a steady stream of work helping to grow the fledgling enterprise.

**Above** Matt regularly attends trackdays with this Prussian Blue beast, and has driven it all over Europe on exciting road trips

**Below** GT Racing lightweight engine lid was sourced from the USA, as we IROC-style bumpers from the same company







**Above and below**  
Cabin was completely stripped and now features only the bare essentials for driving fast and keeping an eye on engine operating conditions

"I was at the farm for around a year before I moved to much bigger premises on the Shangri La industrial estate in Todds Green," he tells us. "I bought an extra ramp and employed technician, Billy Reed, in 2018." Billy is a graduate of the Bosch Automotive Apprenticeship Programme and, just as Matt benefited from knowledge passed down by an older generation of Porsche mechanics, Billy has worked closely with Matt to achieve the same. Commissions came flooding in, encouraging a move to an even larger workshop at Shangri La in 2019. It's

where we've come to drool over this turbocharged Carrera 3.2 today.

"We now have four two-post ramps, plus a dedicated alignment ramp,

drives. I love seeing a customer's reaction after they experience just how much of an improvement we can make to their time behind the wheel."

Investing in cutting-edge equipment is key to keeping up with the latest automotive technologies and, of course, to allow the business to continue welcoming owners of the newest Porsches.

## HE HAS A SOFT SPOT FOR WHAT, UNTIL RELATIVELY RECENTLY, HAS SPENT MANY YEARS AS THE 'GREAT UNLOVED' GENERATION OF 911

complete with Hunter Elite geometry equipment," Matt states, proudly. "I've been carrying out suspension tuning and corner weighting ever since I was a kid working on my dad's 911 SC. I know very well this is an aspect of tuning capable of completely transforming the way a car

"As well as a host of professional-grade Snap-on tools, we also have the latest Porsche PIWIS software, allowing us to diagnose faults and program the electrics of thoroughly modern Porsches, including the 992 GT3 and 718 Cayman GT4 RS. This is very important to us — we pride ourselves on being able to offer our services to owners of all models and all ages of Porsche, from earliest air-cooled cars to the latest hypercars."

After he decided to cater for McLaren servicing and maintenance, Renn Works was established as a parent company, with PorschaCare operating alongside the McLaren-specific M-Care brand, all from the same site in Shangri La. As we've reported previously, each member of the Renn Works team (now four-strong) is as passionate about Porsches as the most die-hard of PorschaCare customers, but Matt's fleet is most noteworthy — in addition to this beautifully executed Carrera 3.2 turbo build, he's the owner of a 996 Cup, a 996 GT3 Clubsport and a recently acquired 3.4-litre 996 Carrera due to receive the tuned guts of a 996 Turbo.







Clearly, he has a soft spot for what, until relatively recently, has spent many years as the 'great unloved' generation of 911.

As you can see, all these cars are of a track persuasion. Does their owner find time to test their legs in a competition environment? "Absolutely!" he howls. "In this turbocharged air-cooled Porsche alone, I've visited Bedford Autodrome, Anglesey Circuit and Brands Hatch. I

try to get out to the Nürburgring at least three times a year. I've also taken the car on many European road trips, including a jaunt south through France, crossing mountain passes en route to Monaco, before heading home via Geneva and the Porsche Museum in Stuttgart. The car didn't miss a beat, despite being hammered lap after lap at the Green Hell. The only problem I've had is not wanting to use the car due to it being immaculate after a respray."

Ah yes, the age-old problem of doting on a Porsche so much it ends up being too good to risk putting back on the road. "Things got a bit silly," Matt grimaces. "The car was tucked away in my garage with a dedicated heater control system maintaining the perfect ambient temperature. I didn't want to risk damage to the pristine paintwork, which resulted in me spending a couple of years rarely

taking to the wheel. In the course of time, I realised this attitude was ruining my fun and vowed to add some miles to the odometer. I'm glad I did — I'd rather see a stone chip here or there than not use the thing as Porsche intended. Besides, lack of use isn't good for a vehicle."

He's not wrong. After stirring the car from hibernation, another track day at Bedford Autodrome promised high-

invest in a state-of-the-art MoTeC ECU, which will replace the K-Jetronic fuel injection system currently in use. Neil Bainbridge at BS Motorsport will be fitting the MoTeC unit, bringing the car into the modern age. I've long thought it is running at maximum capacity with the old Bosch system in place and look forward to releasing more power, as well as fine-tuning output, with the MoTeC kit doing its thing."

Additional planned engine updates include the appointment of Carillo connecting rods, boat-tailed and shuffle-pinned crank cases, a

twin-plug cylinder head conversion, a GT3 oil pump and 3.4-litre barrels and pistons. Styling updates are also on the cards — expect to see a return to amber indicators and the installation of genuine RUF wheels ("the same as those fitted to the famous 'Yellowbird' CTR") if you encounter this amazing 911 when visiting the PorschaCare workshop in the coming months.

For now, however, we must depart, leaving Matt to diagnose his car's poorly transmission. As we pack away our camera equipment, we're reminded of this Porsche's eventful history in the company of photographers. After experiencing time with the car first-hand, we're certainly not going to forget this day in a hurry. ●

**Above** A round of updates is on the horizon, including installation of genuine RUF alloy wheels

## AS WE PACK AWAY OUR CAMERA EQUIPMENT, WE'RE REMINDED OF THIS PORSCHE'S EVENTFUL HISTORY IN THE COMPANY OF PHOTOGRAPHERS

speed thrills, only for the gearbox to develop a worrying whirring noise. Matt decided to monitor the situation, but when we were taking the fly-by photos you see on the pages, the noise got worse. Much worse, so much so whirr turned into a clonk. "I have to say, the gearbox was installed twenty years ago and this is the first time I've had any kind of issue with it. Considering how hard I've driven the car across two decades, I'm reasonably satisfied to be on the end of a fault this far down the line."

He suspects the differential might be on its way out, but is embracing the required remedial work as incentive to carry out a selection of upgrades elsewhere on the car. "I'm going to





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# POWER OF THREE

This 944 Turbo S is on its way to 500bhp through appointment of a raft of engine upgrades centred around a powerplant based on a three-litre M44 liberated from a 944 S2...

Words **Dan Furr** Photography **Adrian Brannan**

**C**hances are, if you're a fan of cars from Porsche's transaxle family of products and find yourself on a staple diet of Instagram image feeds, you'll have come across David Chapman and his astonishing 1988 944 Turbo S. Memorable for its E944 CUP registration plate, this relatively standard-looking Porsche conceals a secret beneath its bonnet — the car is powered by a turbocharged three-litre M44 inline-four. "How Porsche should have done it," as David puts it.

In readiness for the 1986 model year, the 944 Turbo was launched with a turbocharged and intercooled incarnation of Porsche's trusted 2.5-litre eight-valve water-cooled inline-four. Ground-breaking in many ways, the model was the first car to make the same power with and without a catalyst. Forged internals, ceramic cylinder head port liners (one of many upgrades thrown at the M44/51 engine to cope with the Turbo's increased operating temperatures, extra power and harder service life), an uprated transmission with altered final drive, a dedicated oil cooler for the gearbox, stiffer suspension, four-piston Brembo anchors borrowed from the same-age 911 Turbo and the option of a limited-slip differential (as part of an M030 cost-option upgrade adding Koni dampers) formed part of the package. The most obvious difference from the standard 944, however, was the Turbo's appearance. The muscular haunches of the regular production car remained, but the Turbo was treated to improved aerodynamics, including lower rear spoilers and model-specific body-integrated bumpers. At the nose lived the widest indicator lenses of any production car. In the cabin, the then new 'oval' dashboard, which still looks great

today, reminded buyers just how dated the standard model's design had become.

The 944 boasted near 50/50 nose-to-tail weight distribution thanks to the front-engine, rear-transaxle layout, which afforded the model superior handling. Moreover, the Turbo's torquey lump and punchy K26 turbocharger combined to outstrip the Carrera 3.2's performance credentials by contributing to top speed of 152mph and swifter acceleration, allowing the dash to 60mph from rest to

With 250bhp and 258lb-ft torque, the limited-run model was the most powerful road-going 944 yet. Not only did it feature a bigger turbocharger than the first-generation 944 Turbo, it also included the M030 package as standard, bringing a limited-slip differential, Koni shocks and bigger brakes to the party. The front struts featured height adjustment, anti-roll bars were beefed-up and chassis stiffening was introduced to the nose-end frame rails. Sixteen-inch flat-faced

Fuchs (inspired by the design of the Corvette C4's wheels) were introduced. Nine inches of width at the rear necessitated arch rolling. Passenger and driver airbags were installed as standard

## WITH A SWIFT INSURANCE PAYOUT, DAVID TOOK WHAT HE'D LEARNED FROM 944 OWNERSHIP THUS FAR AND WENT ON THE HUNT FOR A TURBO

be completed in just 6.1 seconds. Better fuel consumption also proved attractive to Porsche showroom visitors, who were excited by the promise of 220bhp and 244lb-ft torque. Compared to the normally aspirated 944, the Turbo was a monster. In fact, in a series of memorable advertisements, Porsche sought to demonstrate how far removed the Turbo was from the standard 944 by not only highlighting the forced induction model's links to the brand's Le Mans racers, but also to showcase the high number of components manufactured specifically for Turbo production.

Later, when forced to work with a modest budget, but looking to give its transaxle family of cars a refresh, Porsche carried the Turbo's interior and exterior styling over to the entire 944 range, which was treated to an updated M44 engine with displacement increased to three litres. At the time, this was the world's biggest-capacity four-cylinder production engine. The big news that year, however, wasn't the rebranding of the range as 944 S2, nor was it the introduction of a Cabriolet to the 944 line-up for the first time. No, headlines were reserved for launch of the 944 Turbo S.

equipment, another world first.

Unfortunately, while the Turbo S was the most impressive 944 yet, it was also the most expensive, emptying wallets for DM99,800. Fortunately, patient Porscheophiles could rejoice in the fact the S designation was dropped a year after launch and the model's overall specification became standard equipment for the 944 Turbo thereafter.

Of all the upgrades brought by the Turbo S, one was missing: an increase in engine capacity. It's easy to see why. Considering the 944's amazing handling abilities, had Porsche had given the Turbo three litres of displacement in accordance with the rest of the 944 line-up, the 911 — then almost twenty-five years old — would have been left even more wanting than it already was. Not for the first time, Porsche sought to protect its flagship from an attack within the fold.

Wind the clock forward to 2009 and David was moving house. His new residence came with a double garage, but he had nothing to put in it. "My first encounter with a 944 Turbo occurred back in the 1980s," he recalls. "A schoolmate's dad owned an early example and drove it like a bat out of hell. I was a tall kid,

**Facing page** At speeds like these, you've got to keep cool to stay hot





but even when sat in the back of that car, there was plenty of room. The same was true of the 928 I spent time in during the same period. I was amazed by both cars." These long-lasting memories encouraged David to buy a Guards Red 944 2.7 to park in his new mancave. "Truth be told, I didn't know much about 944s, but I recognised most maintenance could be carried out at home with the assistance of little more than a basic selection of sockets. The 2.7 really appealed."

Across three years of ownership, the car was brought up to immaculate condition and, save for a switch to Koni dampers, remained in standard specification, but as David highlights, "the engine felt like it needed an extra two hundred horsepower. The chassis was excellent, though, and the car handled amazingly well around corners on track days and long road trips." Unfortunately, disaster lurked around the last bend the car would turn into — a wide river had burst its banks. "Water came up and over the bonnet, filling the engine bay with water. The inline-four hydro-locked and blew a hole in the block. Game over."

With a swift insurance payout, David took what he'd learned from 944 ownership thus far and went on the hunt for a Turbo. The car he found was the Turbo S he's in possession of today. "It was listed on eBay, located in Manchester and had been stripped for track use. This was 2012. Back then, cars and

replacement parts were much cheaper than they are today. I paid just four grand, reasoning it wouldn't cost me a huge amount to reinstate standard parts. I'll never forget the test drive, booting it through the tunnel in which Cristiano Ronaldo famously wrote-off his brand-new Ferrari 599 GTB Fiorino a few years earlier. I was immediately sold!"

The Turbo S had very little of its interior left, though its engine was as it left the factory, save for a boost enhancer. Cobra Monaco Pro bucket seats, KW coilovers and polycarbonate windows indicated the nature of the car's use at that point in time. "You have to remember, 944 Turbos were relatively unloved, even ten years ago," David stresses. "In terms of value, a rising tide carries all ships, but this model of Porsche was a way off being revered by collectors and auction houses. Besides, this was by no means an original Turbo. After much deliberation, I decided putting the car back to standard specification would be a lot of hassle and started to consider how I could put my own stamp on things."

The first update came with new seats. "I visited GSM and did my best Goldilocks impression, sitting in every bucket until I found the one suiting me best." He settled on a pair of Sabelt Titans and began working his way through the rest of the cockpit. All sound deadening material was removed and the black carpets were recoloured. David bought a leather kit

from the JF Boots eBay store and covered the dashboard, A-pillars, centre console, handbrake and gearstick. The door cards, which are carbon-fibre panels from Club Autosport and feature fabric pulls, were given the same treatment.

Though the Porsche was originally optioned with a ten-speaker audio system, this was long gone by the time David took ownership. With this in mind, and knowing the car would be used for regular road trips, he installed a four-speaker system linked to a subwoofer located in the spare wheel well. The previously installed safety harnesses made way for regular seat belts finished in red. "Not only are

**Above** Engine is a 944 S2 three-litre M44 extensively modified to accommodate forced induction

**Below** Chassis stiffening and braking has been improved to cope with the 405bhp currently developed





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OE ref. 477253125  
Fits: Porsche 924 (2.0) '75-'85



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**Dansk no. 92.445S**  
JP no. 1620500400  
OE ref. 94411198500  
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Porsche 944 (2.5-2.7) '81-'89





standard-style belts more comfortable, they enable you to twist your body around, thereby increasing your field of vision at busy junctions." Safety first.

The half roll cage was manufactured by Road and Race Restorations, a Manchester-based company responsible for much of the bodywork and ongoing maintenance of Porsche Cars Great Britain's various restoration projects, including 924 GTP chassis 002. The steering wheel is a genuine Club Sport item and is enhanced by red double stitching, Porsche script embossed on the rim and the company crest pressed into the horn push.

### WORKING STIFF

As for the suspension, signalling the car's previous configuration for track use, the aforementioned KW coilovers are joined by a 968 rear anti-roll bar with adjustable drop links, 968 front arms with matching cooling ducts and scoops, D9 monoball rear caster mounts, Racer's Edge adjustable monoball top mounts, a Wiechers Sport strut brace and polyurethane bushes. "Corner weighting was carried out by the previous owner," David confirms. "As a result, this 944 handles amazingly well."

An Only 944 short shifter, brace bar and front shifter kit with 3D-printed harder-shore bushings have transformed the way the stock Turbo S gearbox flicks between ratios, although David tells us he is considering swapping the factory limited-slip differential with either a Quaife ATB or Wavetrac unit. The braking system has been rebuilt — refreshed 'medium black'

calipers hide behind Veloce 3.6 eighteen-inchers replicating the look of Speedline split-rims fitted to the 964 Turbo and the 968 Turbo S. A set of seventeen-inch Fuchs replicas supplied by R&R Alloys are used for track days.

To the engine. This is, after all, likely to be the reason you're reading this article. Before we outline current specification knocking on the door of 500bhp, however, we need to examine this Turbo S's under-bonnet evolution.

David equipped the car's 2.5-litre M44 with Promax ECU chips, a Lindsey Racing dual port wastegate, a manual boost controller and a BMW fuel pressure regulator. Nothing unusual, but nothing modern, either. "The result of these upgrades was 310bhp," he reveals. "Initially, I was happy with this level of performance, but I soon became frustrated by the fact none of the parts were talking to one another, such is the nature of what is essentially equipment with roots in the automotive tuning scene a quarter-century ago. Each component was working fine independently, but I was infuriated by not being able to maximise performance I knew the car was capable of. The chassis was certainly able to take much more power. For this reason, I bought a VEMS plug-and-play ECU system, which links directly to the standard DME and KLR."

Teething problems caused by a damaged starter motor and the ECU misreading input data resulted in massive overfuelling and regrettable turbocharger failure, but with a new starter installed and technicians at

Turbo Dynamics transforming the snail-shaped bhp booster into a hybrid unit with modern internals, output was soon lifted to 355bhp. "I wouldn't say I sensed a dramatic difference in overall power, but the turbocharger spooled much quicker than before, which made the engine feel far more urgent," David remembers. "I was far happier with the car than I was when it was running without the VEMS system. For this reason, I decided to turn my attention to the bodywork."

He doesn't do things by half — the car was treated to any required metalwork ("a lot of old patch repairs were cut out") before the installation of new wings and a full respray at B'Modern Classics in Newcastle. A fibreglass front splitter was installed, as was a 968 rear bridge spoiler adapted to emulate the design of the

**Above** Veloce wheel centres can now be painted in a colour of a customer's choice

**Below** The sixteen-valve engine gave David more room to play with in the engine bay, which is just as well considering the custom componentry he's had to squeeze beneath the bonnet







**Above** Interior is the first thing David addressed, reinstating comfort equipment and installing new Sabelt Titan seats

adjustable three-piece adornment on the back of the 968 Turbo RS. Porsche Centre Newcastle came up trumps with all the obscure trim pieces and seals required for building the body back up. With the car finally looking like new and driving as David knew it could, it was time to hit the road. There was just one problem: the engine wasn't running properly. It then seized.

Borescope inspection confirmed a cracked piston. "As Winston Churchill said, when you're going through hell, keep going," David laughs. D&G Porsche Specialists in Newcastle were

commissioned to rebuild the 2.5. "I bought loads of parts, including a set of pistons claimed to be Alusil-compatible. AMAC Engineering in Northallerton

## YOU MIGHT THINK THE CONVERSION STRAIGHTFORWARD, BUT THE THREE-LITRE M44 WASN'T DESIGNED FOR USE WITH FORCED INDUCTION

machined the block to accommodate them before D&G reassembled the unit, complete with all new bearings, gaskets, crank scraper and a strengthened oil pickup. Unfortunately, the engine wouldn't start, but this was soon found to be the fault of an incorrectly manufactured

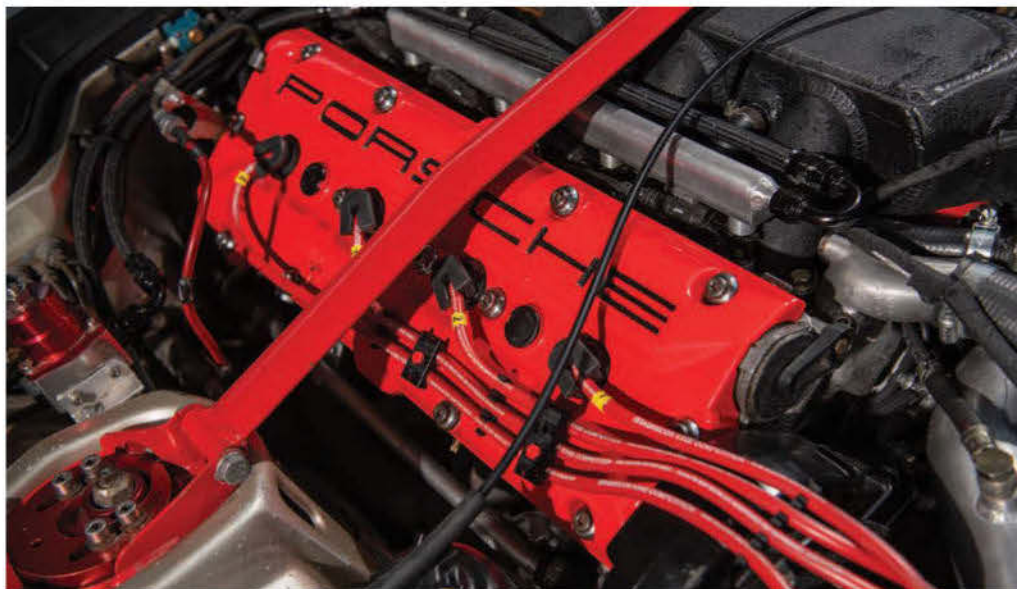
lightened flywheel. With a replacement fitted, the car fired-up without error and I was finally able to drive it home."

A theme is developing — trouble wasn't

far away. "The engine was using two litres of oil every hundred miles. Something was drastically wrong." An inspection at D&G highlighted wrecked bores. "The piston coating had sheeted

off," David gasps. "It was floating around in the oil, which was also contaminated with fuel." To its credit, the piston manufacturer accepted liability (albeit after nine months of arguing), citing the problem as a change in production methods by the subcontractor responsible for applying the Alusil-compatible coating. "The company supplied a new set of pistons and stumped up the cost of a fresh engine build. This time, specification included steel-sleeving of the block, new forged connecting rods, Newman camshafts manufactured to bespoke specification, bigger inlet valves and much more besides." All told, when back together, reinstalled and remapped, the engine delivered "bonkers rapid" pace, felt through increased torque and access to more power lower down in the rev range.

A year passed. The Porsche was running brilliantly, but David's roving eye spotted a three-litre-converted 944 Turbo track car listed on eBay. "Having to fix my Turbo S's engine time and again taught me a lot about the M44 inline-four's strengths and weaknesses. I was sure a







three-litre Turbo is the 944 Porsche should have always made. The owner of the advertised track car was in possession of a few spare 944 S2 blocks. I bought one and resolved to use it as the basis for a big-power engine for use in my Turbo S."

You might think the conversion straightforward, but the three-litre M44 wasn't designed for use with forced

induction, meaning AMAC was asked to carry out a fair amount of machine work to enable the three-litre unit to accommodate a turbocharger.

"It was the best decision I've made with this car," David assures us. "This Porsche is now an absolute screamer!"

An overview of the new engine's specification reveals Darton sleeves, JE forged pistons, PPM forged rods, ACL bearings, a Cometic multi-layer steel head gasket, a modified balance shaft housing (now entertaining a turbocharger oil feed), an altered oil filter console for AN10 Teflon lines and dual turbocharger oil coolers, a custom Holset HX35 turbocharger (with a replica KKK 10 hot side), a 2.75-inch downpipe, a three-inch exhaust, a new Sachs clutch pressure plate, a custom-made Helix six-paddle clutch, unique intercooler hard pipes, 944 S2 exhaust manifolds modified to fit a standard Turbo crossover pipe, a Toyota 2JZ inlet manifold paired with S2 runners,

a Teflon inlet manifold gasket, Teflon-braided fuel lines, a Sytec 044 high-flow fuel pump, Bosch 980cc injectors, a billet aluminium fuel rail and a fifty-millimetre universal throttle body modified to work with an OEM throttle position sensor and cable. David also invested in a wasted spark ignition kit with a Bosch motorsport-specification coilpack wired to a double-

## HE BOUGHT A HOLSET HX40 TURBOCHARGER, RATED AT 750BHP AND DESIGNED FOR USE ON A CUMMINS 6.2-LITRE DIESEL TRUCK ENGINE

DIN head unit displaying customisable engine operating parameters. A session on the rolling road at DanST Performance Engineering in Shipley registered output of 405bhp. "When it comes to mapping aftermarket ECUs, Dan Standley is a very knowledgeable," David says in praise of DanST's founder. "He owns a 944 Turbo and has been developing a dedicated standalone ECU system for the model. His experience with these cars was invaluable in ironing out niggles before my Turbo S returned to the road."

The story doesn't end here — David is now on the hunt for 500bhp. To help him on his quest, he bought a Holset HX40 turbocharger, rated at 750bhp and designed for use on a Cummins 6.2-litre diesel truck engine. The unit will have been installed by the time this

magazine lands on newsstands. "This car finally feels like it has the engine its chassis deserves. I can light up the back end at 60mph! Handling was already phenomenal, but now the car has the power to match. It surprises most other road users, 911 drivers included."

Increased displacement provides the low-down grunt needed to overcome the

standard Turbo's off-boost lack of poke, but the use of a sixteen-valve head means the engine screams around to the redline where eight-valve Turbos run out of steam.

"Boost has been mapped to be as linear as possible, thereby avoiding the big kick in the back classic turbocharged Porsches are known for. Sure, you'll be grateful for the presence of the limited-slip differential if you give it full throttle in damp conditions and find yourself doing a rolling burnout, but if you keep the turbocharger spooled up, this 944 drives much like a rev-happy, big-capacity, normally aspirated sports car. It surges down the road like no other 944 I've driven. The top of third gear sees 100mph!" Yep, three litres of displacement is definitely how Porsche should have configured the 944 Turbo second time around. And if David's modified Turbo S is anything to go by, doubling engine output wouldn't have been the manufacturer's worst idea, either. ●

**Above** Body has been treated to all required corrective metalwork and a full respray



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# REVOLUTIONARY SERVICE

Customer is king. This is the firm belief of the team behind Yorkshire-based Porsche servicing, maintenance, detailing and sales specialist, RPM Specialist Cars...

Words Dan Sherwood Photography Chris Wallbank



**W**e've landed at Nidd Valley Business Park on the outskirts of Knaresborough, North Yorkshire,

to meet the team behind RPM Specialist Cars. As a dedicated Porsche sales, repair and maintenance outfit, the company has built a solid reputation for delivering a professional, main dealer level of service, but with a personal touch exuding the kind of passion for Porsche only possible from true enthusiasts of the marque.

"I began my career in the motor trade twenty-eight years ago, not long after my sixteenth birthday," reveals RPM Specialist Cars Director, Andy Meeking. "I was working as an apprentice with JCT600, now known as Porsche Centre Leeds. This was where I qualified as a Porsche technician. It was also where I met my now business partner, Nick Roberts, who also serves as an RPM Specialist Cars Director." Nick is a fully trained technician with more than a quarter century of experience working with Porsche products. He was employed as JCT600's Service Manager

when he and Andy first met. Needless to say, between them, there was very little they didn't know about running a successful Porsche servicing enterprise.

"Nick and I are both extremely passionate about the marque and its unique customer base," explains Andy. "In our experience, most Porsche owners consider their car much more than

stepping stone while we waited for bigger and newer premises to become available on the Nidd Valley site," Andy recalls. "Just before the end of 2004, we moved into our current workshop unit and RPM Specialist Cars was born."

The fledgling business began with just two ramps. Andy and Nick managed everything as a two-man team, covering

technician duties, as well as front-of-house client relations. Their professional approach, encyclopaedic knowledge of the marque and

## ANDY AND NICK'S KNOWLEDGEABLE TECHNICIANS ARE ONLY TOO HAPPY TO TALK THROUGH THE WORK THEY ARE CARRYING OUT

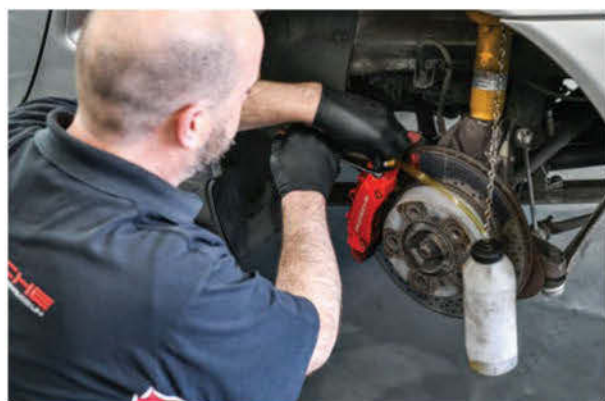
just a mode of transport to get them from A to B. It's a vehicle meticulously considered to offer an exceptional driving experience, which can be enjoyed each and every time its owner gets behind the wheel. We believe, however, such a joyous feeling should extend to the whole of the ownership experience, including servicing and maintenance."

After numerous years working together at the main dealer, the pair decided to join forces and establish an independent Porsche specialist business. They set up shop in a small industrial unit not far from their current premises. "Our original workshop was always intended to be a temporary

silky skills with spanners soon saw their client base grow. Before long, in part aided by competitive pricing and a growing reputation for providing first-rate customer service, demand was running beyond capacity, necessitating further investment and expansion of the team.

Nineteen years on from when RPM Specialist Cars first opened its doors, the workforce has grown significantly. For starters, there are three highly experienced technicians, namely Andy Carling, Lewis White and Kevin White. The company also employs its own detailing specialist, Adrian Johnson. Meanwhile, Nick's son, Ben, is employed as Sales Executive. "He oversees our

**Facing page** The RPM Specialist Cars team is gearing up for a busy 2024, which marks the company's twentieth anniversary







online marketing, as well as the used car sales arm of the business, which started in 2011 and has grown to the point where, in 2018, we added an additional showroom to hold stock," Nick tells us. "When Andy and I started out together, we didn't intend to offer cars for sale. Our focus was solely on delivering impeccable service regarding the maintenance and repair of Porsche cars. Over the years, however, requests from customers keen for us to help them source standout examples of their preferred models escalated to such an extent it made sense for us to offer select used Porsches for sale."

As is the case with the RPM Specialist Cars workshop, which caters for all ages of Porsche, the firm's stock of sales cars is diverse, although Nick confirms a noticeable generational shift in recent years —the majority of the company's current customers buy or already own modern water-cooled Porsches. "As dyed-in-the-wool petrolheads, we love to work on early air-cooled Porsches, as well as cars from the manufacturer's transaxle family of products, but good examples are becoming increasingly rare and correspondingly expensive," Nick continues. "It's only natural to see the cars owned by our client base shift toward Porsche's more accessible modern water-cooled models. They're

abundant and represent a more practical Porsche for everyday use."

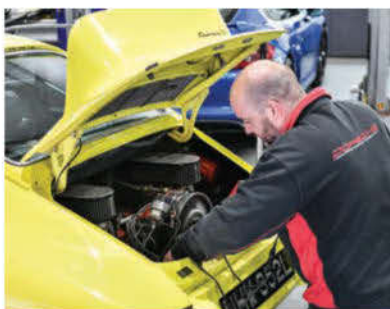
The ability of RPM Specialist Cars to serve this growing demographic with a main dealer level of service, but at a much lower price point and with greater customer involvement, has been at the heart of the company's success. "Some owners are happy to simply leave us their car's keys and make an appointment for collection when work is complete," Andy says. "In contrast, other customers take a much deeper interest in the care

and maintenance of their Porsche. We try to involve them in the process as much as possible." While this doesn't mean the team will let enthusiastic owners run riot with the company's extensive toolchest, Andy and Nick's knowledgeable technicians are only too happy to talk through the work they are carrying out, advising of any appropriate replacements or upgrades and generally imparting their many years of Porsche wisdom to willing ears.

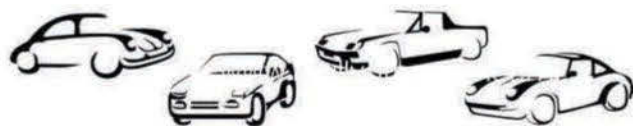
"We find customers really

**Above** Andy and Nick didn't set out to sell cars, but requests from customers for exceptional Porsches saw a showroom added to the site

**Below** All mechanical and diagnostic jobs are carried out in-house, with specialist engine cylinder bore work conducted by Hartech in Bolton







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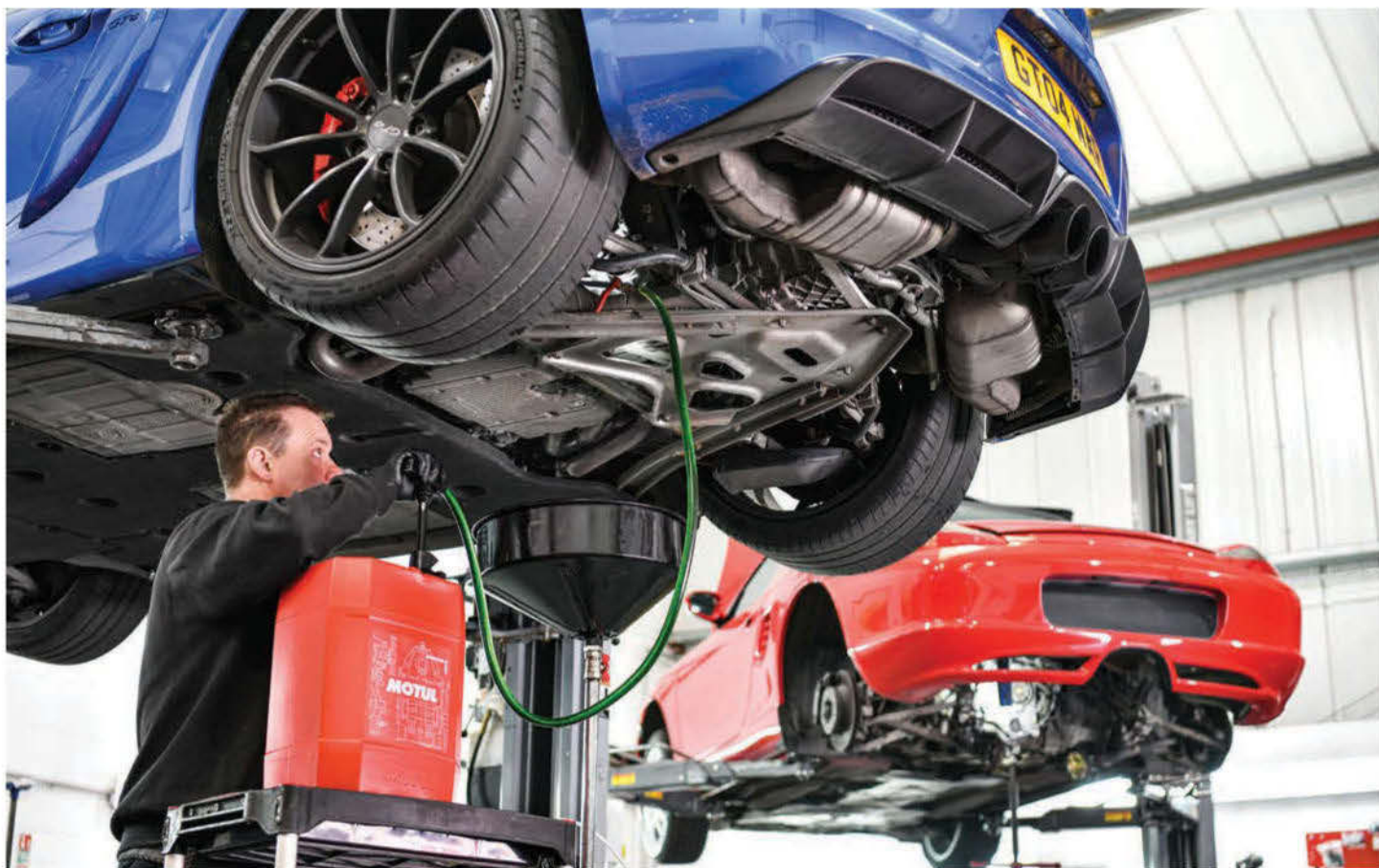
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appreciate our inclusive 'open door' approach, which offers a more personal and more transparent service than they'll experience at most main dealers," Nick reasons. "In fact, many of our customers enjoy a good working relationship with their preferred RPM Specialist Cars technician, often requesting the same employee each time their pride and joy is in need of attention. This way, owners can be confident their car is being worked on by someone with previous knowledge of the vehicle, thereby resulting in a more tailored service, all for a price up to half what they'll pay at a Porsche Centre for the same job."

## ALL BASES COVERED

The team is equipped to carry out everything from air-conditioning servicing and re-gassing to wheel hub renovation, M96/M97 intermediate shaft (IMS) bearing replacement and computerised four-wheel laser wheel alignment, a procedure carried out on a dedicated in-house geometry ramp equipped with floating adjustment platforms and advanced eight-camera Beissbarth hardware, identical to what you'll find in the workshops of Porsche Centres. "Owners often overlook their car's stability and road holding," Andy

stresses. "You may feel your Porsche handles without error, but its chassis and suspension is extremely sophisticated and requires regular checks, as well as the necessary adjustments to not only help maintain driving pleasure, but also reduce tyre wear."

As well as observing Porsche factory settings, RPM Specialist Cars is happy to work with clients to develop fast-road or track-focused chassis tuning tailored to specific applications or driving styles. This kind of work is crucial in not only helping reduce lap times, but also for

owners to get the very best out of their Porsche, whether on street or circuit. And should the worst happen, Nick and Andy's team are equipped to deal with engine failure.

"Although IMS bearing failure is much less common than most online Porsche forums would have you believe, it can and does occur from time to time, and has the potential to cause devastating engine damage," Nick explains. "This is why we always advise customers in charge of M96- and M97-powered Porsches to upgrade their car's IMS

**Above and below**  
From fluid and filter changes to full engine rebuilds, detailing services and chassis tuning, the RPM Specialist Cars workshop is geared up to look after all aspects of Porsche repair, servicing and maintenance







**Above and below**  
Recognising owners rate the cleanliness of a specialist's premises highly when selecting a company to care for their car, Andy and Nick have ensured every part of the building is meticulously clean, whether office, showroom or where the oily stuff happens

if they are in anyway unsure of its condition. We recommend carrying out this job if we're already fitting a new clutch, which requires removal of many parts we'd need to extract for IMS replacement alone. Doing so means the owner can be sure they have a newer, upgraded IMS bearing fitted, eliminating any nagging worries at the back of their mind, allowing them to enjoy every drive without concern of mechanical failure." Clearly, everyone at RPM Specialist Cars believes prevention is better than cure.

"An engine rebuild is often a unique

job," Andy explains, citing many different reasons a Porsche powerplant might need remedial work. "After each engine has been fully disassembled,

and experience of Porsche engines and will also include a list of components showing signs of deterioration, even if they are not necessarily in need

of immediate attention. After this assessment stage, we will hold a briefing to discuss our findings, before communicating these with the customer. Our

## THANKS TO AN EXPERIENCED TEAM AND AN EXTENSIVE ARSENAL OF TOOLING, MOST STAGES OF THE ENGINE REBUILD PROCESS ARE UNDERTAKEN IN-HOUSE

our technician will carry out a detailed assessment, not only compiling a list of the failed components, but also drawing up recommendations for how to proceed with the fix. This report will be based on the technician's knowledge

technicians will happily walk the client through our findings, explaining any issues uncovered and outlining the anticipated cost of repair."

Thanks to an experienced team and an extensive arsenal of specialist tooling, most stages of the engine rebuild process are undertaken in-house. Rest assured the requirement for specialist work, such as cylinder machining or re-lining to rectify bore score, is outsourced to Bolton-based Porsche engineering specialist, Hartech, a company many of our readers will be familiar with.

While mechanical servicing and repair work, installation of upgrades and vehicle sales account for the lion's share of work at RPM Specialist Cars, its dedicated automotive detailing department has fast become a staple of the company's operations. "Adrian joined the team to head-up our bespoke detailing facility," Andy explains. "He







boasts more than thirty years in the motor trade, starting as a technician at a Volkswagen dealer before moving on to work with other brands."

Adrian's passion for perfect paintwork eventually drew him into the world of detailing, encouraging a switch of career and a role at Swissvax UK, where he received class-leading training in the art of machine polishing and carnauba wax application. "Always keen to keep up-to-date with the latest techniques and solutions for bodywork preparation, protection and maintenance, Adrian has undertaken additional training in the application of ceramic paint protection, becoming certified as a Car Pro professional detailer," Andy says, proudly. "Working his magic on our fleet of sales cars ensures each and every one is presented in the very best cosmetic condition, but customers already in possession of a Porsche can also benefit from this service, which we like to think of as a full-on automotive spa treatment."

Due to the fact detailing is an in-depth process (the extent of which depends heavily on the condition of a vehicle's paintwork, which will be different from Porsche to Porsche), owners are invited to meet with Adrian for an appraisal

of their car to be carried out. After inspection, he will ascertain the level of finish and protection required, before outlining the various options available and working out a plan of action to fit within the available budget.

Able to carry out all levels of detailing, from a simple exterior valet to full vehicle decontamination and deep clean (with paintwork correction and ceramic protection), as well as alloy wheel, caliper and convertible soft-top refurbishment (the latter incorporating roof cleaning, recolouring and re-waterproofing), there aren't many automotive aesthetic improvements Adrian can't accomplish. In other words, feel free to drop into the RPM Specialist Cars workshop to chat through the cosmetic improvements your Porsche is in need of.

As you can tell, the company is constantly evolving to meet the ever-changing demands of its customers, many of whom now own thoroughly modern Porsches, including 991- and 992-generation 911s. "We cover all models, from the earliest 356 through to the very latest, including SUVs," Nick smiles. With forty-five years in the trade, Kevin is a highly experienced technician and skilled engineer, able to fabricate

specialist parts or tools from his home engineering shop, an invaluable talent when working with classic cars and discovering a part is either no longer available or is exorbitantly expensive. While he has a knack with historic Porsches, Lewis and Andy are both main dealer trained and certified to work on electric applications, a skillset becoming increasingly necessary to service the latest generation of hybrid and electric Porsche sports cars.

These days, Andy and Nick are very much focused on steering the ship, but they also like to get their hands dirty. Both reveal they get a kick whenever they're back on the tools. "At the end of the day, like the rest of the team, Nick and I are both passionate Porsche enthusiasts and love to be hands-on with these cars," Andy enthuses. "The way we run the business is to make sure we deliver the kind of service we'd want to be served as a customer. It's as simple as that," he adds, very matter of fact. While hardly a revolutionary concept, this client-focused attitude has seen RPM Specialist Cars grow from strength to strength during the course of almost two decades of trading. We're sure it will continue to win fans, expanding the firm's client base for many years to come. ●

**Above** All models are catered for at RPM Specialist Cars, though as the years have progressed, the number of air-cooled Porsches rolling through the workshop doors has reduced significantly, with water-cooled vehicles now accounting for the majority of trade





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# 987.1 BOXSTER

The first-generation 987 Boxster is a brilliantly priced roadster offering a huge amount of bang for your buck. In 2006, it was offered with the option of a Sport Design styling kit...

Words Dan Furr Photography Thomas Fawdry



**M**aking its debut alongside the 997-generation 911 at the 2004 Paris Motor Show (a slightly more glamorous backdrop than the Suffolk farm we've picked for today's photo shoot location), the gloriously styled, mid-engined, water-cooled 987 Boxster looked light years ahead of its predecessor, the 986. In fact, Porsche was keen to stress how much distance there was between 986 and 987, announcing the newer model as making use of only twenty percent of the older car's components. Penned by factory stylist, Pinky Lai, the 987

waved goodbye to the outgoing Boxster's 996-aping front end, welcoming Carrera GT-esque headlights, accommodation for bigger wheels and more pronounced air intakes.

Sure, Porsche's desire to continue promoting a 'family' of products meant a cursory glance was all you required to determine the new Boxster and 911 were from the same stable, but despite obvious shared design cues, the 987 managed to carry an identity of its own. To the delight of many marque enthusiasts, and just like the aesthetic of the 987's rear-engined big brother, it was a look more closely aligned to the appearance of the manufacturer's long-discontinued air-cooled sports cars.

Initially offered with a 2.7-litre normally aspirated flat-six chucking out 237bhp, the 987 line-up was expanded with the addition of a 3.2-litre powerplant for the Boxster S, developing 276bhp and 236lb-ft torque. A choice of six-speed manual or five-speed Tiptronic transmissions were available, the former allowing the S to complete the quarter-mile sprint in 13.4 seconds, top out at 167mph and sprint to 62mph from rest in a swift 5.5 seconds. Eighteen-inch 'lobster claw' five-spokes were a standard S fit, though the car's enlarged wheel arches allowed buyers feeling flush to option Turbo-style nineteens. Porsche Stability Management (PSM) was also standard, while Porsche





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Active Suspension Management (PASM), Porsche Ceramic Composite Brakes (PCCB) and the popular Sport Chrono package (firming up suspension, altering throttle response and limiting the sensitivity of anti-lock brakes) were popular options. A Sport Design styling kit was also available, adding additional exterior aero components.

The 987 Boxster offered near 50/50 weight distribution, supreme agility and brilliantly focused steering. It was significantly cheaper than a 911 Cabriolet, too. Things got even better for the 2007 model year, when the 2.7-litre flat-six was lifted to 242bhp and

the 3.2 was replaced by a 3.4-litre boxer promising buyers 291bhp and even quicker sprint times.

We returned to the showroom of independent Porsche sales and servicing outfit, PIE Performance, and asked company boss, Chris Lansbury, what buyers interested in obtaining a first-generation 987 Boxster should be aware of before parting with their hard-earned cash. Fortuitously, this 2007 Cobalt Blue Boxster S, complete with Sport Design Package, was being prepared for its new owner at the time of our visit. We hope the following advice proves useful.

## IDENTITY AND SERVICE HISTORY

As ever, let's address the basics first. The first-generation 987 Boxster you're looking at should display a matching Vehicle Identification Number (VIN) on its V5 registration document and on the identification stamp located under the battery compartment cover. The VIN is also visible on the base of the windscreen (passenger side) and on the label stuck to the driver's door jamb.

Elsewhere on the V5 document, you'll see the engine number. Unless you've got the car on a ramp, this will be difficult to spot in the metal, but it's located on a tab on the bottom of the engine. You might be able to see it with the aid of a flashlight if the car is on the ground and if you're prepared to get on all fours.

Spend a couple of quid at [mycarcheck.com](http://mycarcheck.com), where you can download a history report outlining any insurance claims, change of registration number, recorded mileage and whether there's any outstanding finance on the car. You should also enter the vehicle's details into the DVLA's free-to-use MOT history database, which can be found at [bit.ly/dvlamot](http://bit.ly/dvlamot). The service will return all test passes, failures and advisories registered as far back as electronic records are stored (which is helpful in identifying any ongoing mechanical or safety issues) and, if you have the V5 document number at your disposal, you can even see which test centre carried out the inspection.

Damage may have been inflicted upon any 987 driven in anger, so check panel gaps are straight. Look for signs of mismatched colour and don't be afraid to ask questions. You might be eyeballing a Porsche which has simply been tapped with a trolley in a car park, but then again, the car might have been stacked into a tyre wall at a race circuit. Either way, Porsche body repairs shouldn't be done on the cheap. Ask to see receipts relating to the work, if applicable. A paint thickness gauge will help you to determine if you're looking at quarters full of filler.

Full service history, ideally accompanied by invoices for any work undertaken, is desirable when buying any used Porsche. These cars need to be maintained by specialists with depth of model knowledge. General service garages are not likely to know the ins and outs of the 987's mechanicals. Moreover, servicing at a general garage is a clear indication the seller (or previous owner) has skimped on spend, meaning the car is unlikely to have been cared for correctly. Lack of Porsche Centre or trusted independent specialist stamps in the service book will likely cause you problems come resale time. It is far better for you to buy a car which has been looked after by a specialist well-versed in 987 care. There are, after all, plenty of Boxsters out there to choose from. Don't be afraid to walk away and begin the search afresh, however frustrating it might seem.

Pay attention to the most recent paperwork in the car's history file. This should indicate which jobs are imminent, affording you the opportunity to negotiate a lower purchase price. Take advantage of the Suncoast Part VIN decoder ([bit.ly/suncoastdecoder](http://bit.ly/suncoastdecoder)), which will provide you with a Porsche-specific build sheet in exchange for \$10. This document will let you know exactly how the car left the factory, including all standard and individual equipment.





## EXTERIOR AND RETRACTABLE ROOF

Like all new Porsches, the 987 was expensive when new, meaning buyers expected high-quality bodywork in exchange for their hard-earned cash. Porsche obliged, presenting a Boxster not prone to rust. With the exception of the bottom edges of wheel arches on higher-mileage cars, it is rare to find corrosion on 987 body panels.

Stone chips are common, which is why it's not unusual to come across a Boxster of this age subjected to a front end respray in order to eliminate cosmetic imperfections. Today's paint protection film technologies have stepped in to prevent damage occurring in the first instance, but don't be put off by a 987 treated to corrective paintwork. Rather than the seller having something to hide, the likelihood is you're looking at a cared-for car in the possession of a discerning enthusiast.

"Buyers should check where the bottom of the sills and the front wheel arches meet," Chris advises. "Gravel rash is a common occurrence. Corrosion may set in if the metal is left exposed. Similarly, dirt can collect behind the wheel arch liner. It's a good idea to clean behind the part to avoid a build up of muck, which may lead to problems later down the line."

Air-conditioning condensers live behind apertures in front bumper and are prone to damage as a result of stone impact or corrosion caused by an accumulation of damp dirt. Zunsport's range of protective grilles is far cheaper than the cost of replacing failed condensers. Prevention is better than the cure, as they say.

"987 Boxster roofs feature a glass rear window and are made from tough material," Chris adds. "Make sure the roof works before committing to purchase — the mechanism itself is very durable, but the plastic ball joints linking the motor to the roof itself can come loose or break. This will prevent the roof from opening or closing."

## ENGINE ISSUES AND MAINTENANCE

Bore score is essentially a combination of wear and tear and randomness, but there are many negative online stories about this condition, making people think early 987 engines are ticking timebombs, which is nonsense. The cause of scoring is piston rings promoting wear of the standard Lokasil bore material until it gradually releases small, hard, gritty pieces of silicon, which rub between the piston and cylinder liner. Earlier engines featured a hard-coated piston capable of resisting the damage, but EU legislation enforced the move to a softer coating, which can be worked away or penetrated by the silicon particles, eventually leading to a scored bore. Symptoms to look out for include sooty exhaust tailpipes and a pronounced tapping noise at idle. To confuse matters, 987 pre-catalytic converters are known for causing a rattling noise at start-up, but this sound should disappear when the engine warms.

Though bore score affects only a small number of 987s, you don't want to find yourself in charge of an affected engine. Thankfully, any respectable indie will be able to carry out a simple borescope inspection and provide you with the results, though our recommendation is to have a full pre-purchase inspection carried out by a recognised Porsche specialist. This valuable work will include a borescope inspection as part of a wider round of checks.

## MANUFACTURING TOLERANCES CAN RESULT IN RUNNING-IN MATERIAL MIXING WITH THE GREASE AND WEARING OUT THE BEARING

An intermediate shaft bearing (IMS) is used to transfer power between crankshaft and camshafts. At one end of the IMS sits a plain bearing, while the other end is fitted with a ball bearing. Three different types of ball bearing were used during M96/M97 production, starting with a dual-row ball bearing in 1996 (smaller displacement versions of the M96 were used to power the 986 Boxster and 996-generation 911). A smaller single-row ball bearing was introduced three years later. These smaller ball bearings are the cause of failure.

The IMS and its plain bearing are submerged in oil during normal operating conditions. The ball bearing is filled with grease protected from the engine oil by a seal. Differences in manufacturing tolerances can result in running-in material mixing with the grease and wearing out the bearing prematurely, usually resulting in early failure. If the bearing lasts for several years, however, there's a good chance it will continue to operate long into the future without fault.

Though these early bearings were too small, M96 engines from serial number 69507476 and M97s from serial number 68509791 (check the car's V5) were equipped with a newer, bigger bearing proving mostly faultless. M96/M97 engine rebuild specialist, Hartech ([harteck.org](http://harteck.org)), remanufactures the original IMS shafts — for both roller chain and Hyvo cam chain models — to fit the bigger bearings, thereby eliminating the problem of IMS failure on an early M96/M97-equipped Porsches. Hartech also opens the bearing for lubrication by the engine oil bath in which the part sits.

In truth, a low percentage of all engines with the smaller bearing have suffered failure. It certainly isn't guaranteed to happen, but bad news spreads fast — it only takes a few unlucky owners to post horror stories on internet forums for the true number of affected engines to become grossly exaggerated.

Warnings signs which can indicate IMS failure include spotting metallic particles in the oil filter while carrying out an oil change (it's good practice to check this every time your 987 is serviced) and an unexplained oil leak located at rear of engine.

"The 987's handbook suggests oil changes are required only every twenty thousand miles or two years, whichever comes first," reports Chris. "In our experience of working with these engines over a long period of time, we believe oil changes should be at least every ten thousand miles or once a year. This should keep the engine in healthy operating condition. With age, however, items will fail. Oil-air separators can give up the ghost, resulting in a cloud of smoke on start-up. Original exhaust backboxes can also deteriorate. Fortunately, new parts are readily available from Porsche spares retailers."



## INTERIOR

Compared to the 986's cabin, the first-gen 987's cockpit feels very modern, even by today's standards. The leather used during this period of Porsche production is very hard-wearing, but be sure to check bolster wear, especially if the car you're looking at has the desirable electrically controlled hard-shell Sport seats fitted. Other optional goodies include cruise control, although this can be easily retro-fitted at low cost. BOSE audio was another popular upgrade picked by buyers when these cars were new, but don't expect to be blown away by the head unit — in a world of touchscreens and voice recognition, the standard 987 system is very clunky. Truth be told, buyers were short-changed in this area, something they quickly realised when spotting the big colour display screen at the heart of the same-age 911's Porsche Communication Management (PCM)



system, although even this feels dated by today's standards. Boxster buyers will be pleased to know, however, Porsche has launched a Porsche Classic Communication Management (PCCM) system suitable for both the 987 and 997. We published a comprehensive review of the unit in the May 2023 issue of *911 & Porsche World*. Order a copy of the magazine at [bit.ly/issues911pw](http://bit.ly/issues911pw).

"The soft coating on the 997 and 997's climate control switches is prone to peeling," Chris explains. "The official fix is an entirely new climate control unit at a cost of hundreds, but replacement switches are available on the aftermarket for little more than twenty quid." We published a guide to replacing these items in the issue of the magazine mentioned above. "Electric window switches can fail," Chris continues, "but the repair is straightforward and new switches are easy enough to obtain. All told, the 987 interior is a very nice place to be."



## BRAKING SYSTEM

"Porsche braking systems have always been excellent," Chris applauds. He's not wrong — the anchors fitted to the manufacturer's production cars can usually trace their origins to top-flight motorsport. Little wonder owners of vehicles from outside the Porsche stable often fit Boxster, Cayman, 911 or even Cayenne brakes to their chosen chariot.

"Check the back of brake discs for corrosion," Chris warns. "The front face might look to be in perfect condition, but the true story will be revealed when looking at the rear of the rotors. If you suspect they need to be replaced, factor the cost into the price you're prepared to pay for the car. Don't be fobbed off by the seller suggesting they'll fit aftermarket discs and pads. They'll be trying to save a few quid. In our experience, OEM Porsche braking components provide the very best performance for a standard production 987. Stick with genuine parts and you won't go wrong." The 987 Boxster isn't hard on its brakes, but components will deteriorate with lack of use. It's always a good idea to take the car for a drive after it has been washed, thereby drying the parts and avoiding corrosion.





## SUSPENSION

Porsches of this vintage suffer suspension bush wear through age and usage. Replacement rubbers are cheap enough, but polyurethane parts provide a true fit-and-forget solution. Ignore naysayers who tell you polybushes will make your fillings fall out — a variety of compounds are available from Powerflex, from near-factory through fast-road and track shore. Granted, the car will feel a little stiffer, but this should be viewed as a positive — reduced body roll and a reduction in the movement of supporting suspension components will positively transform the way your first-generation 987 Boxster handles.

"If you hear squeaking or feel knocking over bumps, then you can take it for granted the car's suspension bushes have failed," Chris says. "This is a common complaint and, reassuringly, is easily fixed. Pay more attention to the condition of the car's coil springs — early 987 Boxster springs are known to snap." Replacements are easy to obtain, either in the form of genuine Porsche



parts or as aftermarket items, such as those from Eibach, which will also bring the benefit of reduced ride height, further improving handling and enhancing the look of the car by reducing the size of gap between tyre and wheel arch.

"Unfortunately, there doesn't seem to be any correlation between a 987 coil spring snapping and the vehicle's mileage," Chris tells us. "It may be a manufacturing defect. Fortunately, a pre-purchase inspection carried out by someone experienced with Porsches of this age will let you know if there is anything to worry about."

Unlike coil spring failure, rust at the top of suspension legs is often caused by high mileage, as well as outdoor storage — the relatively low cost of entering first-generation 987 Boxster ownership today means many examples are in the hands of people who do not have access to a garage or workshop for dry storage. Rust can form around the top of the legs, where they bolt onto the suspension top mounts. A flashlight and a poke around inside the wheel arch should help you discover any corrosion prior to signing on the dotted line.

Lower control arm bushes can deteriorate after forty thousand miles or so. You may have heard of these parts referred to as 'coffin arms' on account of their shape. Extracting the old bushes can be a difficult job without access to a hydraulic press, which is why Porsche parts retailer, Design 911, sells a range of brand-new Rohler coffin arms with the bushes pre-installed. You can choose between standard, fast-road or track-oriented bush compounds.

It is a good idea to have a Porsche's geometry checked after any suspension work — settings can be unintentionally altered when parts are removed and new components are installed.



## SPORT DESIGN PACKAGE

In 2006, the 987 Boxster was offered with what Porsche billed as the Sport Design Package. As can be seen on our star car, which was recently sold by PIE Performance, this option added a modified rear spoiler, a colour-coded rear diffuser and lips to the bottom of the front bumper. Think of it as an AeroKit by another name. "These parts teased at what would be introduced to the 987 Boxster range as a whole with introduction of the second-generation line-up in 2009," Chris smiles. They certainly give the 987 rag-top a more purposeful look. "It wasn't a particularly well publicised upgrade in period, but today's buyers are prepared to pay a small premium for a 987 Boxster kitted-out with the Sport Design Package."

The name of this option is somewhat confusing — don't be fooled into thinking it means the host 987 benefits from the Sport Chrono Package (a separate option introducing Porsche Active Suspension Management and a lap timer on the dashtop). Further muddying the waters, the second-gen 987 Boxster was offered as a Sport Edition model, which *did* feature PASM as standard. In short, while the Sport Design Package is desirable, it is nothing more than additional exterior trim.

"I wouldn't ignore a standout first-generation 987 Boxster just because it didn't have the Sport Design Package," Chris shrugs. "I can see the appeal, but as far as early 987 trim options are concerned, this one shouldn't be a deal-breaker. That said, interest in this particular Boxster was so high, I could have sold it fifteen times over." Good luck and happy hunting! ●







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# ECO-POWER TO THE PEOPLE

**With a high number of inner city speed limits dropping from 30mph to 20mph, Hartech founder, Baz Hart, explains how such measures have the effect of reducing fuel economy and increasing emissions, causing drivers and the environment more harm than good, the opposite of what should be happening...**

Words Barry Hart Photography Chris Wallbank

**M**any owners assume driving their car slowly and gently is economical. It isn't. Put simply, when a car is being driven slowly, its engine is operating inefficiently and burns more fuel than it needs to. This is because where the engine is tuned to develop peak torque (ordinarily in the middle of the rev range) is where it extracts most energy from fuel – increased combustion pressure or torque is required to push the pistons down and rotate the crankshaft.

There isn't much you can do to influence fuel consumption when driving above mid-performance levels (where the engine is likely to be performing fairly efficiently) because revving higher and above sixty percent throttle not only increases engine internal losses, but rolling and air resistance begins to impact on loads. Besides, accelerating a mass fast will always be uneconomical.

That said, few people realise that to drive below these levels, such as when cruising at a constant low speed with relatively small throttle openings, is increasingly uneconomical. The engine expels greater emissions the slower you go. This is because the amount of air you trap at the start of compression is much less. It's how we enable the car to slow and how we make the engine produce less power. Intake and exhaust airflow is also less efficient during these conditions. As we can see, reducing speed limits can have a negative impact on fuel economy, but exactly *why* are cars less efficient at slow speed?

Most of today's engines are designed to comply with emissions

regulations, whilst providing competitive acceleration, top speed and power. When it comes to sports car manufacturing in particular, few drivers can take advantage of these supposed plus points away from a race track, where the nature of the driving environment dictates terrible fuel economy and emissions. Emphasis at a track is, after all, on high-speed performance.

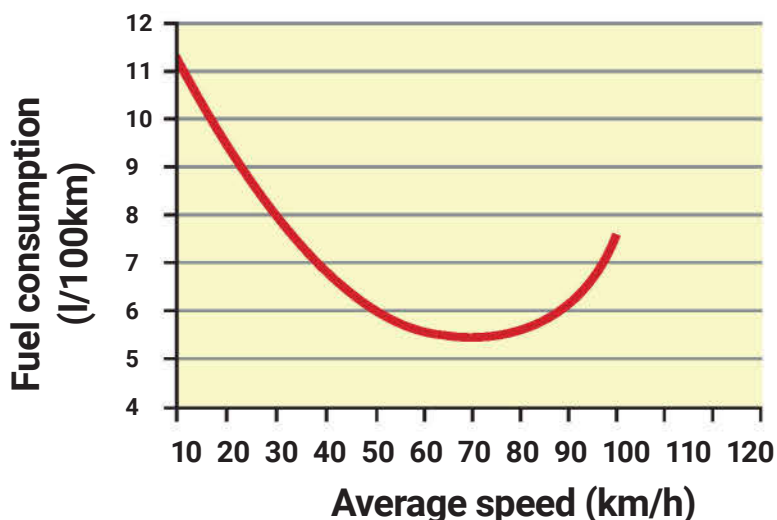
The engine manufacturing industry seems to have done the least possible to comply with legislated emissions limits, but has strived to preserve (and improve upon) the kind of performance we increasingly cannot use. All this is taking place in the midst of a serious global warming crisis encouraging increasingly lower speed limits, which can lead to congestion on the road.

Reducing speed limits may (or may not) save a few people from regrettable accidents, but the result, globally, will cost many lives as a consequence of the additional negative impact on global warming from increased carbon emissions at precisely the time we are

supposed to be reducing them. And with the industry spending much of its time focusing on electrification, it seems unlikely further improvements will be implemented.

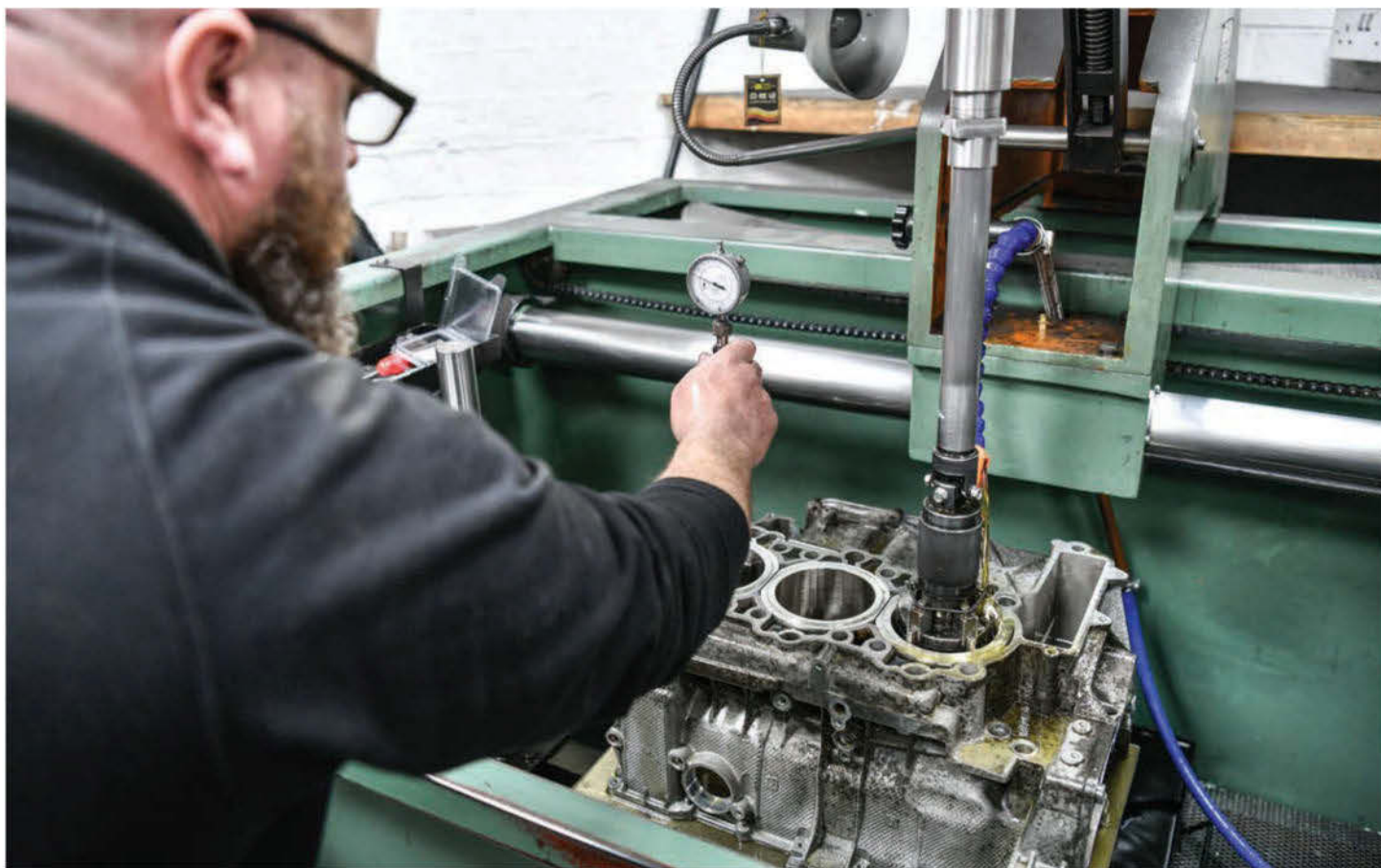
As reported in previous issues of *911 & Porsche World*, despite these challenges, Hartech has developed new ways to make existing internal combustion engines not only more economical, but also more powerful (when you need it). Even so, we are struggling to generate interest among manufacturers and industry executives capable of making these advancements widely available in the design, production and remanufacturing of engines.

Difficulty in obtaining support for our solutions stems from the same old engineers – individuals who haven't tried hard enough to find a better solution – disputing our findings with outdated information the industry has been using to avoid addressing the issue for decades. Among other inhibiting factors, the upshot has been development grant application rejections, despite my



**Facing page** Hartech is the world leader in the remanufacturing of Porsche M96 and M97 engines





team providing indisputable technical proof and building not one, but two cars combining improved performance, much better fuel economy and reduced emissions. Dismissal of the facts feels like a conspiracy to get drivers to buy more fuel than they really need, but Hartech's Eco-Power technology is easily proved.

The graph opposite shows differences in fuel economy at different speeds. It highlights, for example, how slowing from 30mph to 20mph will reduce economy by around twelve percent, which has a massive impact on emissions. I know what you're thinking. "There are less resistances and internal losses at lower speed. How can fuel economy be so much worse?" Engines are generally designed to only perform best in one area. This is typically during higher acceleration rates and at fast speed, not when we are cruising slowly or in traffic. To achieve optimum emissions reduction and better economy at low speed, engines require changes in the way they are designed.

You will almost certainly have heard

motorists suggest 56mph is the most fuel-efficient speed. In truth, the majority of engines are designed to be most

All this is easily demonstrable, but nobody seems interested in discussing why fuel economy and emissions

gets progressively worse the slower a car travels, despite the aforementioned resistances (used to explain away the reduction in economy at higher speed) decreasing. The

reason is simple: no manufacturer has been interested enough in improving fuel economy at lower speeds and most now consider it too late to sufficiently invest time and resources in addressing the issue, despite the industry trying to

**Above** Alongside Hartech's popular oversizing of Porsche flat-sixes, the company's Eco-Power project has been racking up a huge bank of data to support Baz's proposals for more efficient engines

## TO ACHIEVE OPTIMUM EMISSIONS REDUCTION AND BETTER ECONOMY AT LOW SPEED, ENGINES REQUIRE CHANGES IN THE WAY THEY ARE DESIGNED

economical anywhere between 40mph and 60mph, depending on displacement and state of tune. This is, of course, near twice the average speed most people drive at.

Clearly, engine manufacturers have concentrated their attention on mid-range speeds and above, where fuel economy gets progressively worse due to increased engine revs, mechanical losses, friction and wind resistance, which increases exponentially the faster you travel. Obviously, when accelerating fast, fuel economy will be terrible, but you can't travel at this rate for long before exceeding speed limits, therefore most fuel is consumed when we are cruising at slower speeds, such as in traffic. Engines have not been designed to be as thermally efficient in these conditions.







convince the car-buying public every possible avenue has been exhausted.

It seems logical to expect reduced throttle (when slowing and therefore reducing power) decreases the amount of fuel used in more or less equal proportion, but nothing could be further from the truth. Indeed, when you reduce throttle, your car's engine consumes progressively more fuel in proportion to the slower speed. The slower you go (below those mid-range speeds), the worse fuel economy and emissions become. In view of this, reducing speed limits is somewhat counterproductive.

## PREMIUM EFFICIENCY

Let's look at the issue in more detail. When you close the throttle to slow your car, you restrict how much air enters the engine. As a result, the air is at low pressure before compression starts and gets compressed to much lower pressure and temperature thereafter (before ignition), when it needs proportionally more fuel to reach the same relative output. The less power you need, the worse this inefficiency becomes. This behaviour has been enshrined in the basic principle of the Otto cycle (a hypothetical thermodynamic cycle describing the functioning of a typical spark ignition piston engine) for more than one hundred and forty years. It concerns thermal efficiency, which is a way of describing how much energy

you can extract from fuel. The theory is simple: when you compress fuel to a higher pressure and ignite it, more energy is generated (when it burns) than it took to compress the fuel, ergo, the higher you compress a given volume of fuel, the more energy you release from it, albeit there is a limit whereby too much pressure causes detonation, otherwise known as 'knock'.

It seems the theory has resulted in manufacturers trying to get the most efficiency from engines driven flat-out (up to the knock limit), rather than responding to congestion on roads, lower speed limits and the global warming crisis. Reverse the theory and it becomes clear engines are much less thermally

efficient in the conditions we all drive most often: the slower, less powerful end of the speed scale.

The following graph demonstrates that when throttle is fully open and revs are higher (when the pressure ratio is high), there is less difference in thermal efficiency, which is already high. This is during more than sixty percent throttle and in the mid to peak rev range. If you look at the left-hand side of the graph, however, you will note the following: as compression pressure falls (when the throttle is closed to reduce speed, usually between five and fifteen percent throttle), efficiency plummets, introducing as much as twice the volume of fuel for the proportional slower speed reached.

**Above** Hartech is continually pushing the envelope, remanufacturing Porsche's water-cooled flat-sixes with ever greater efficiency and more power







As intimated, manufacturers haven't bothered concentrating their efforts on improving the efficiency end of the scale, despite it contributing to the most emissions. All these companies needed to do was increase compression ratios (to improve efficiency at the most important end of the scale) and seek ways to prevent knock occurring. This is what Hartech concentrated on. Long story short, because we looked at the problem the other way around, we found a surprisingly simple solution.

This statement is key to our discovery: on account of the reduction in fuel compression pressure at low power output resulting in lower thermal efficiency, it can be raised without getting close to the knock limit. This brings an exponential improvement in economy and a corresponding reduction in emissions.

From a technology standpoint, far from introducing anything new, our findings are based on existing science.

In other words, this has always been possible, but proving it to reluctant industrialists requires more than simple explanations. Unfortunately, attempting to dispel old wives' tales stemming from manufacturers spending decades in pursuit of the highest torque and

## CLEARLY, CONVINCING THOSE WITH POWER TO INTRODUCE CHANGE WILL REQUIRE FAR MORE EFFORT THAN SHOULD BE NECESSARY

power outputs in an entirely different area of performance (essentially racing) is costing Hartech a huge amount of time and energy. Clearly, convincing those with power to introduce change will require far more effort than should be necessary. Ultimately, we need to create a wide-ranging report covering all the angles these companies use to try and discredit our findings, thereby preventing them from doing so.

In advance of producing said report, I have been engaged in lively discussions with members of the

Society of Automotive Engineers about Hartech's studies. These conversations confirmed the casual response many in the industry have been guilty of when addressing (or not, as the case may be) these hugely important issues. I should say, despite this, none of the

naysayers have been able to dispute any of our findings, which have been arrived at following thousands of hours of research.

While a simple and affordable change in engine

specification during new builds or future remanufacturing can improve fuel economy by least fifteen percent, but is being handicapped and ignored, some legislators are unwittingly pushing carbon emissions up by around twelve percent through the rollout of reduced speed limits. Reinstating higher speed limits and utilising Hartech's Eco-Power technology can effectively make things better by an achievable twenty-seven percent. How so? Don't miss next month's issue of *911 & Porsche World*, when all will become clear. ●

**Above** In next month's issue, we'll go into more detail regarding the latest findings of the Eco-Power project





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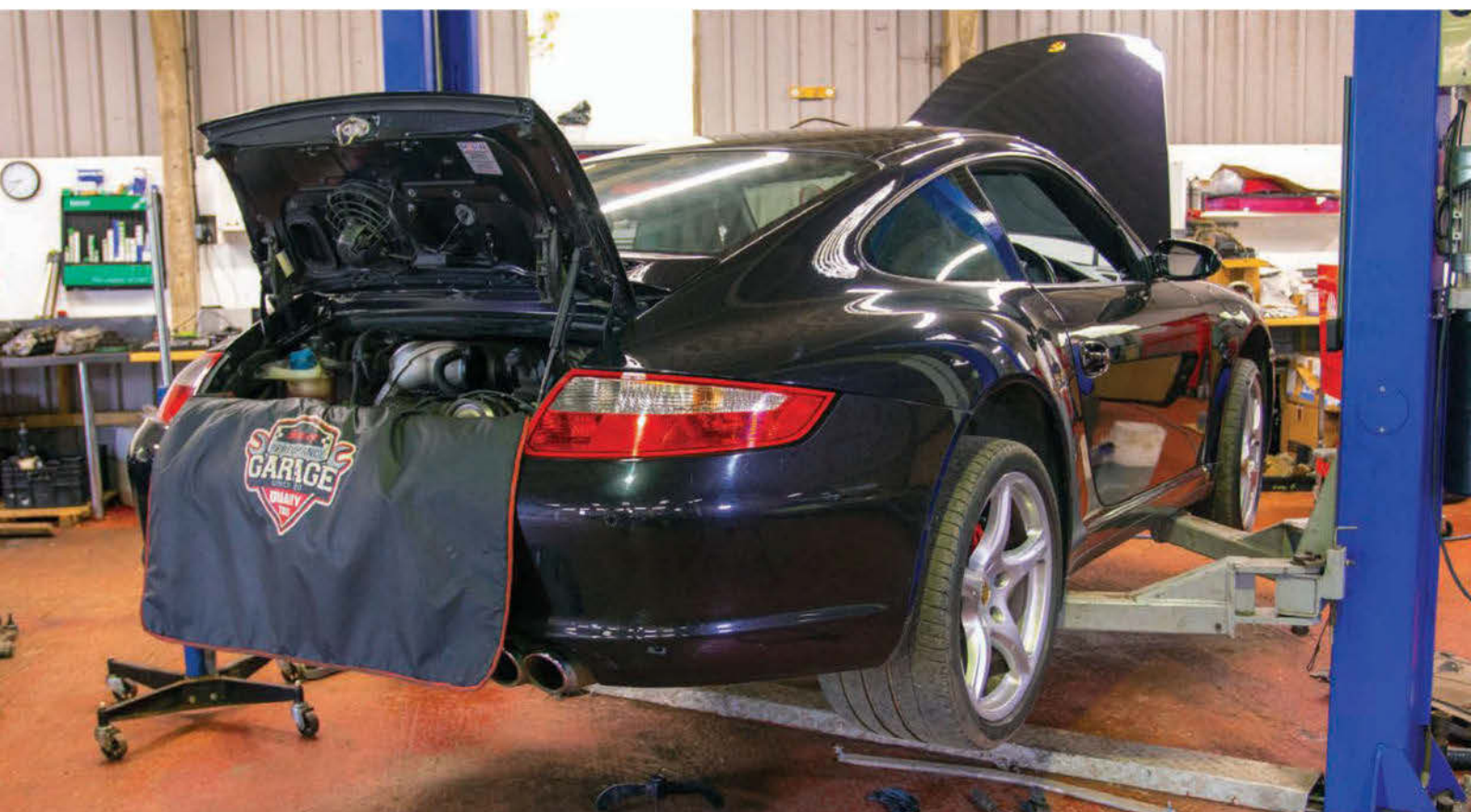
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## HARNESSING POWER

Do you own a first-gen 997 Carrera or Carrera S? Are you experiencing hot start issues? Chances are, the wiring harness linking your car's alternator and starter motor has failed. It's a common complaint caused by exposure to repeated heat cycles in the engine bay. We first published our step-by-step guide to the fix back in early 2021. Following repeat requests from readers, however, we're now running the article with updated part numbers in the hope of assisting those of you struggling with this frustrating fault...

Words and photography **Dan Furr**



997 owners may suffer a slow crank when their car's flat-six is hot. Worst case, the engine won't turn over until the temperature has dropped. The problem was addressed in time for the second-gen 997, but owners of earlier models may run into the issue, often misdiagnosed as a faulty battery. We visited PIE Performance Porsche ([pieperformance.co.uk](http://pieperformance.co.uk)) for the fix.



The problem stems from the alternator/starter cable being routed in such a way it is exposed to repeated heat cycles in the engine bay, causing deterioration. A new genuine cable (pictured left) costs £116 from Design 911 ([design911.co.uk](http://design911.co.uk)) and the fix should take no more than a few hours. Look for part number 99760701903 (manual) or 99760701804 (Tiptronic).





3

To begin with, raise the car on a ramp or axle stands. Remove the scuttle covers and disconnect the battery. Then, remove the airbox. Begin by loosening the jubilee clip fastened to the throttle body.



4

The main body of the airbox is held firm by locating pins. You will require no tools to pull the part free, but exercise care and be sure the following steps are observed beforehand.



5

There are two wiring harness plugs attached to the airbox. Both need to be disconnected and pulled to one side. The first is clearly visible on the back of the housing. Carefully pull it free.



6

The second plug is less obvious, hidden behind the airbox body, but easily accessible. Pince the locking pin and disconnect the plug. Pull it to one side.



7

With the two wiring harness plugs disconnected and the jubilee clip fastening the airbox trunking to the throttle body loose, it is now possible to pull the airbox free.



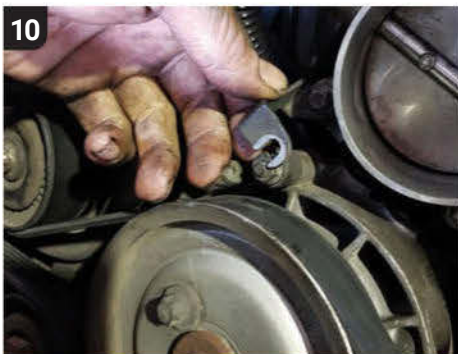
8

Wiggle while you work and lift the airbox away from its locating pins. Make sure the loose jubilee clip doesn't fall into the engine bay and be careful not to cause damage to the oil filler neck.



9

With the airbox dismissed, you can now remove the throttle body. Four bolts hold the part in place. Use a ratchet and socket to unfasten all four.



10

There is a mounting support bracket attached to the throttle body. It needs to be removed, but undo the bottom nut with care — it is paired to a fixed bolt with an integrated rubber collar prone to splitting.



11

Undo the wiring harness plug attached to the throttle body and pull the part clear. Now is the perfect time to clean it free of any contaminants, such as build-up of sticky oil between the housing and butterfly valve.



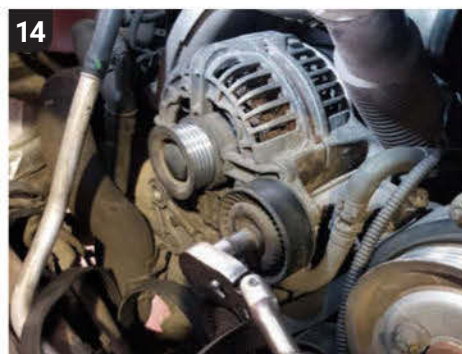
12

Next up, you need to remove the plenum behind the throttle body. Uncouple the breather hose and then loosen the jubilee clips attaching the part to the main intake pipework. When loose, pull free.



13

If you've excessively loosened the jubilee clips attaching the plenum to the main inlet pipework, put them to one side or re-tighten them to ensure they don't drop down the back of the engine bay.



14

The harness we're replacing is attached to the rear of the alternator. We need to pull the unit forward to get access, which means removing the auxiliary belt. Using a socket, loosen the idler pulley.

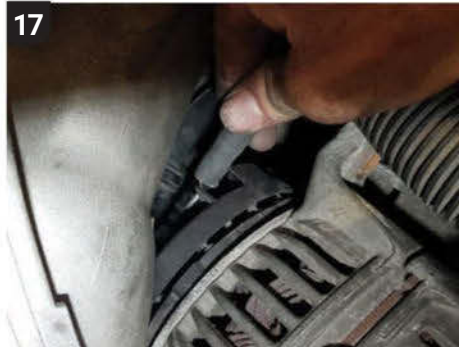




With the idler pulley loose, pull the auxiliary belt free, unscrew the alternator's fastening bolts and pull the unit forward (you may need a pry bar), thereby allowing access to its rear.



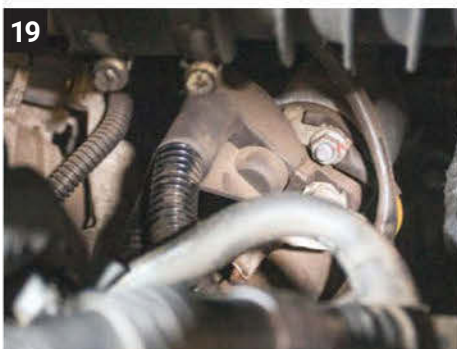
This is the wiring harness connector attached to the rear of the alternator. It can be a pig to get at unless you have sufficient lighting and nimble wrists, even though removal is a case of simply unscrewing a nut.



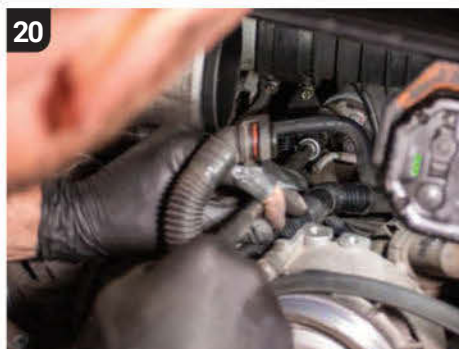
And here is where the connector attaches to the back of the alternator. With the unit pulled forward, access should be easy enough, but you will need to get a ratchet and 13mm socket in there.



This is the connector linking the wiring harness to the starter (refer to step 2 of this guide for clarification). The heat of the engine bay can cause the rubber boot to melt, leading to problems.



Here is the same connector, as viewed from within the engine bay, and with the harness attached to the starter. Access is limited, so unscrew using a 13mm socket on the end of a universal joint.



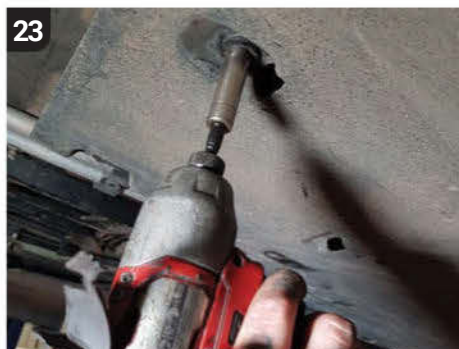
There is only one fastener to unscrew, but much like the jubilee clips mentioned earlier, be sure not to drop the nut down the back of the engine bay. You're now halfway through the job.



The alternator/starter wiring harness is held firmly in place by a pair of clips attached to engine bay hardware. These are notoriously difficult to see, but need to be unfastened to allow removal of the cable.



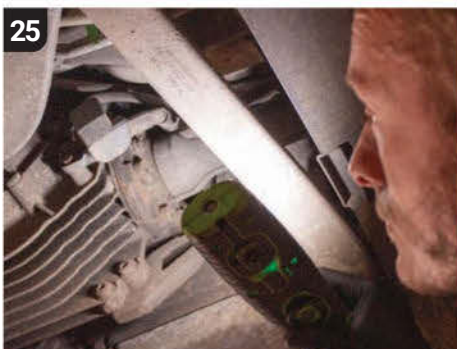
You will almost certainly need to use a flashlight to catch a glimpse of the clips. If you find yourself getting nowhere fast, it may be useful to unbolt the air-con compressor, allowing more room to work.



With the clips successfully prised free, you now need to work underneath the car. Using a 10mm socket, undo the plastic nuts holding the protective undertrays in place and pull them free.



This end of the alternator/starter harness attaches to the gearbox. It is hidden from view, and the plastic cover hides a fastening nut, which must be removed to allow the old loom to be pulled free.



With undertrays removed, this image shows you where the harness attaches to the gearbox. If working with a Tiptronic, the transmission will need to be slightly lowered to allow enough room to work.



Start by removing the 15mm bolt at each end of the rear chassis brace. As you can see, PIE Performance technician, Billy McLean, finds this part of the job immensely satisfying. Probably.



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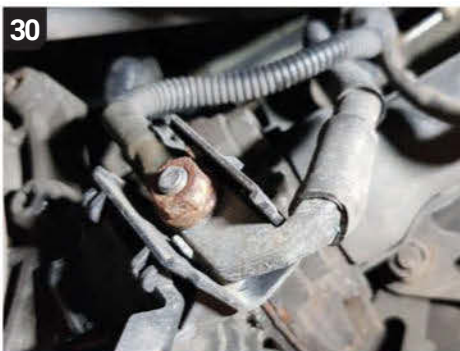
**27**  
The manual gearbox is smaller and provides enough room to work without having to remove the brace or lower the transmission. If you're working with a manual 997, jump to step 29.



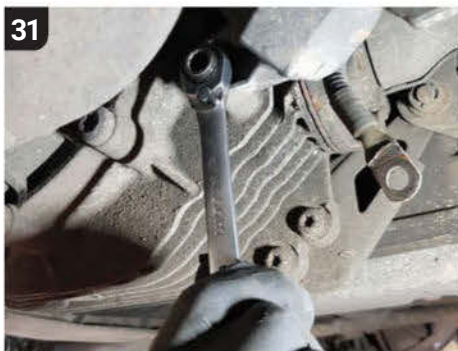
**28**  
This picture illustrates the mounting bracket attached to our Tiptronic S-equipped 997's gearbox. Undo the six 16mm bolts holding it in place and the transmission will drop a few millimetres.



**29**  
Return to the cover hiding the connector attaching the wiring loom to the side of the gearbox. Undo the two 10mm bolts.



**30**  
With the plastic cover free, you can now undo the 13mm nut holding the wiring harness in place. The position of this nut makes it susceptible to corrosion. Renew the part, rather than reinstalling.



**31**  
The end of the alternator/starter harness joins a second loom routed all the way along the car to the battery. In some cases, this loom may also need to be replaced, but can be treated as a separate job.



**32**  
The harness we are removing (and the one we are installing) features a plastic cowling to force routing and to protect the cable from corrosion. This locating lug is pushed into the gearbox housing.



**33**  
Shine a light where the alternator/starter harness lives and you will see the plastic cowling. Its rigidity can make cable extraction through the engine bay tricky. Separate the cowling from the harness.



**34**  
The removed plastic cowling. As noted, the smaller dimensions of the 997's manual transmission allows for easier harness removal and installation, meaning the previous step may not be required.



**35**  
The removed alternator/starter harness. At first glance, there doesn't seem to be much wrong — no sign of cable damage and the rubber boot is in tact — but heat can deteriorate wiring hidden from view.



**36**  
These are the connectors previously attached to the back of the alternator and the starter. Yours may show serious corrosion or melted rubber. Signs of failure, however, aren't always so obvious.



**37**  
The new wiring harness ready for installation. You may find it useful to have a friend help route the cable around the oil cooler and down the side of the gearbox while you feed it through from above.



**38**  
As the late, great John Haynes so often said, refitting is the reversal of removal. When done, reconnect the battery and enjoy driving your 997 without fear of being stranded with hot start issues.



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## DAN FURR

944 TURBO, 997 C4S, 968 SPORT



Delighted to be reunited with my 997 Carrera 4S after its gearbox oil pump gave up the ghost. While without the car, I spent time working on my 968 Sport and 944 Turbo, which now has a new radiator.



## RICHARD ROBERTS

991 CARRERA GTS



Enjoying sharing my 991 Carrera GTS ownership experience with the readers of 911 & Porsche World. Also enjoyed taking my recently acquired Speed Yellow 968 Club Sport on a long road trip.



## JOHNNY TIPLER

987 BOXSTER S



My son, Jules, has two children and therefore little use for his 3.2-litre first-generation 987 Boxster S, which means I can help keep the car active. First on the to-do list is a set of new Goodyear tyres.



## DAN SHERWOOD

996 GEN II GT3



Not much to report this month. My GT3 is still at Rindt Vehicle Design having corrective body and paintwork carried out while I've been keeping busy photographing for 911 & Porsche World features.



## CHRIS WALLBANK

981 GT4, 981 BOXSTER S



Pleased to finally have the Boxster rolling on wheels in as-new condition after the work carried out by Smart Repairs. I'm now going to replace the tyres, but which black circles should I buy?



# WHEELS IN MOTION

The paintwork on Chris Wallbank's 981 Boxster S is pristine after detailed correction and ceramic coating. The car's wheels now look just as good...



**T**he order of items on my 981 Boxster S to-do list has swapped around a fair bit in recent weeks. Long story short, in place of the work I was planning to take care of (all will be revealed in a future issue of 911 & Porsche World), I decided to address damage on two of the car's twenty-inch Carrera Classic alloys. They'd suffered kerbing and were exhibiting surface corrosion at the point I took ownership in summer 2022, but I hadn't found time for the required remedial work.

Having had the car's paintwork corrected and ceramic coated to near new condition, the wheel damage was even more pronounced. My keen eye for attention to detail simply couldn't cope any longer, even if the wheels (both offside) were subject to what, in truth, were minor defects.

Some of you may remember a previous fleet report outlining corrective paintwork on my 981 Cayman GT4. One of my clients, who runs an award-winning supercar dealership, pointed me in the direction of Smart Repairs

(visit [smartrepairs.co.uk](http://smartrepairs.co.uk)), a bodywork and paint correction specialist based in Leeds, a short drive from my home in North Yorkshire. After inspecting the firm's work on various Porsches, from Boxsters to GT3s, I knew my GT4 would be in safe hands when I took the car to the firm's workshops for paintwork fixes.

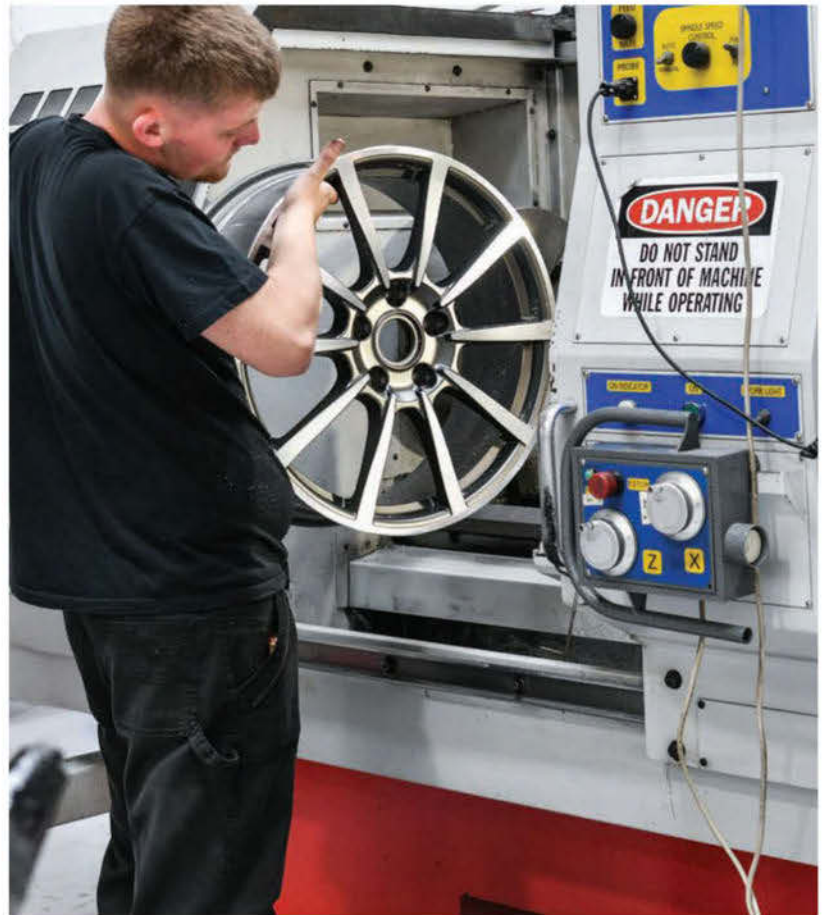
While I was in attendance, I couldn't help but notice half the huge premises was kitted out to cater for the refurbishment of alloy wheels measuring up to twenty-two inches in diameter (Cayenne owners take note!). The amount of specialist machinery on display was impressive and included two diamond turning lathes, as well as powdercoating booths and ovens. Smart Repairs also has the equipment required to straighten buckled wheels.

With first-hand experience of the company's work, I had no hesitation in making an appointment for my Boxster's alloys to be repaired. To my satisfaction, Smart Repairs managed to book the car in for a visit just a few days after I made contact. I was asked to leave the Porsche overnight in order for the acid-dipping and stripping process to

**Above** The Boxster's wheels finally match the condition of its pristine paintwork

**Facing page** The Smart Repairs team work their magic on the offside wheels, both of which were kerbed and showed light surface corrosion on their diamond-cut spokes









be taken care of, after which I would be granted the opportunity to witness the diamond turning and powdercoating process in effect.

When I returned to Smart Repairs, I was told it was discovered the wheels didn't need acid dipping due to them being in such good order, other than the kerb marks and light surface corrosion. Acidic wheel cleaner is all that was required prior to each wheel being scotched and sanded.

After careful preparation, Smart Repairs technician, Stephen, put each wheel in an oven at low temperature for five minutes. This took place prior to the wheels being sprayed with factory-specification Graphite Grey basecoat. Following this treatment, the wheels were baked at 160°C for ten minutes. They were then transported to the aforementioned lathes.

Through advanced computer software, these machines 'learn' the shape of a

wheel, including the contour and face of its spokes, in advance of removing a small layer of material, thereby revealing

## **APPLIED NOT ONLY TO PRODUCE AN ATTRACTIVE FINISH, BUT ALSO TO SEAL AND PROTECT THE OTHERWISE EXPOSED ALLOY**

glistening bare alloy. The wheels are then cleaned and, briefly, head into an oven in readiness for powdercoating and lacquer, which is applied not only to produce an attractive finish, but also to seal and protect the otherwise exposed alloy. Each wheel is then baked one last time — for twenty minutes at 170°C — to accelerate the curing process.

When these stages are complete, the tyres can be reinstalled and the wheels precision balanced. Yep, just like that, my Boxster's alloys were returned to a factory fresh appearance. A big thanks to Ian, Stephen and Ben at Smart Repairs

for the care and attention taken while my car was in their possession, as well as for delivering such an amazing finish.

Smart Repairs operates nationwide, not just from its headquarters in Leeds (on Weaver Street, just off Kirkstall Road, a stone's throw from the city centre). It's worth noting, although I chose to visit the company's

state-of-the-art, recently refurbished premises, the team operates a large, nationwide fleet of mobile workshop vans, each fully equipped with everything required to carry out (minor) alloy wheel refurbishment, dent and SMART repairs, car interior repairs and end-of-lease repairs to bodywork, upholstery and leather seating. Additionally, the company is in the process of adding a brace of custom-built diamond cutting vans to its large mobile fleet, meaning you won't need to be without your car overnight when commissioning alloy wheel repair. Tell them I sent you! ●

**Above** The Boxster's wheels are as good as new thanks to the team at Smart Repairs in Leeds



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# WARRANTY WISDOM

Richard Roberts gets off to a sticky start with his first-generation 991 Carrera GTS, a fantastic Porsche we hold in high regard as a future 911 icon...

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**L**ast month, I introduced my 991 Carrera GTS to 911 & Porsche World's fleet pages. I've owned the car since 2016, when it was just twelve months old and had near three thousand miles on the clock. This beautiful Porsche had led a cosseted life and, like so many new 911s, had rarely been out in the rain.

My intention wasn't to run the car daily. Indeed, it was tucked away after every drive — commuting was the job of my ultra-boring BMW 435d xDrive, quite possibly the duller car I've ever owned. After a spell of not using the 911, I thought it best to stretch its legs around my favourite driving route, taking in Chester, Farndon, Wrexham, Llangollen and the Horseshoe Pass. This was before the installation of average speed cameras along the A5104.

Recent resurfacing work had left the stretch between Treuddyn and Llandegla looking and feeling like a race track. The GTS comes alive on these roads. Forget moaning about its electrically-assisted steering or the bigger wheelbase (when compared to the 997) — the 991 GTS is simply sublime on fast A-roads. And I'll never tire of the noise.

Legs duly stretched on my fifty-mile blast route. As I was approaching home, however, there was a sudden change of engine note and a notable loss in power. The engine management light (EML) hadn't come on. I nursed the car back to base and contacted Porsche Assist. A technician duly arrived, scratched his head and had the car recovered to my local Porsche Centre.

"We can't find anything wrong with your 911," came the message later that morning. I asked if the car had been







road tested. Apparently not. Another call came mid-afternoon. "There's something wrong, but the EML isn't on". Well done.

## COVER STORY

What happened during the following month is both a demonstration of how complex modern 911s are and why extending Porsche warranty is a good idea. The diagnosis started with testing of the low pressure fuel pump, then high pressure pump, injectors, fuel pressure regulator and so on. The engine would run as intended, but then drop to three cylinders, one bank dropping out under load. Fuel starvation was the obvious fault, but what was the cause?

In fairness to the Porsche Centre looking after the car, the company's customer service team kept me informed with regular progress reports. The engine was removed and reinstalled several times while the work was talking place, but even when Porsche in Stuttgart was asked to assist, there was no resolution.

During this time, I was given a succession of cool courtesy cars spanning just about every model in the current Porsche range. I don't mind admitting I fell in love with the base-spec 718 Cayman. Oh, and I even had a month's worth of PCP payment refunded by Porsche as compensation for being

without my 911 for so long. I'd almost forgotten about the GTS when I was told it had been fixed. "Come in and we'll explain what happened," invited the Centre's senior technician. The culprit was indeed fuel starvation.

The high-pressure fuel line leading to the injectors has a banjo fitting on its end. During the manufacturing process, a disc is stamped out of the fitting to create a hole. The disc is discarded. In my car's case, the disc had got stuck in the fuel line — it had been flapping around for close to four thousand miles until it reached the point it had worn enough to move and wedge itself in the fuel line, thereby restricting the flow of petrol. In effect, the engine would run okay until the volume of fuel it was asking for was sufficient for the disc to block the fuel line. No wonder the problem was a bugger to diagnose.

After a month of being without my 911, it was finally returned to me. As I reluctantly emptied the 718 of the bits and pieces I'd amassed over the previous few weeks, I felt a pang of loss. What a great car. Half the price of a new 911, but definitely not half the Porsche. That said, I fired up the GTS and any prospect of swapping it for its little brother was instantly forgotten. The great thing about the 991 Carrera GTS is how brilliant it is

in all driving conditions. Wherever you go and however you pedal, the GTS laps it up. It's just so very good at everything.

In the past, I've owned cars and quickly lost faith in them. I've also lost faith in the ability of various dealerships to adequately fix faults. For example, I previously owned an Audi RS4 with a misfire on light throttle. The dealer was clueless, rude, apathetic and, ultimately, couldn't sort the problem. I lost faith in Audi and the car. I appreciate these things happen and not every machine is entirely faultless, but how problems are dealt with makes all the difference. In the case of my 991, other than those initial telephone calls, my local Porsche Centre was great, kept me in the loop throughout the process and, crucially, fixed the problem. No faith lost in car, manufacturer or dealer.

To celebrate my 911 returning from its sabbatical, I took a it on a run out to Rockingham Motor Speedway, where I'd arranged to meet a potential new client (I'm the Principal Director a firm of chartered surveyors). I know what you're thinking: Rockingham closed its doors to the public in 2018. This is true, but what happens when you arrive at a closed race circuit in a 991 Carrera GTS and the person you're meeting has the keys to the gate? I'll tell you next month. ●

**Above** Richard's Guards Red GTS is absolutely stunning from every angle



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## AUCTION NEWS

From mega-money GT models displaying delivery mileage, to well-used premium transaxles and treasured classics, this month's look at the market features a wide variety of Porsches...

**N**ovember is fast approaching, meaning Historics Auctioneers is set to host its annual sale at Mercedes-Benz World, located on the site of the famous Brooklands motor racing circuit in Surrey. A wide variety of classic and premium sports cars are set to go under the hammer when the event takes place on Saturday 25th November (pre-auction viewings are available from the 22nd), but the trio of air-cooled classics consigned to proceedings will be of most interest to 911 & Porsche World readers.

First up is a 1977 Carrera 3.0 (chassis 9117301137). Imported from Europe to the UK in 1985 and acquired by the vendor in 1997, the car has been subsequently subjected

extras, including seventeen-inch Cup 2 wheels, a top-tinted windscreen, rear wiper and a sunroof, the car remains unchanged from its factory ordered specification.

The history file shows all but one MoT test certificate from 2005 onwards, proving current low mileage of 67,155. The accompanying folder of paperwork also includes many receipts for maintenance carried out by well-regarded independent specialists and Porsche Centres. The service book exhibits no less than twenty-four stamps, with another to be added before auction.

Since 2009, the car has been serviced by Porsche Centre Brooklands, but was previously maintained by Paragon, Jaz and Northway Porsche. Supplied with a

### THE SEMI-OPEN-TOP BACKDATE BENEFITS FROM COMPOSITE BUMPERS, WIDE WHEEL ARCHES AND A CARRERA 3.2 ENGINE

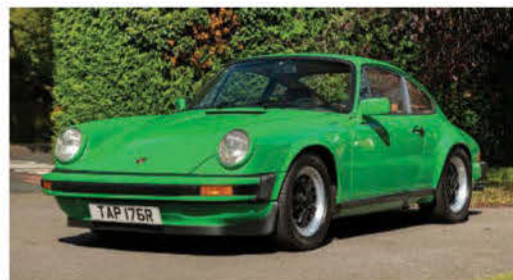
to restoration and a variety of modifications in order to realise its owner's idea of a comfortable and reliable touring 911. To this end, the Porsche was completely stripped and treated to a bare metal respray in Speedwell Green, while the engine was rebuilt by marque specialist, Autofarm. During the car's stay at the company's Oxfordshire base, the suspension was overhauled and the wiring loom renewed.

The interior was completely re-trimmed and equipped with a period-correct Blaupunkt radio. In fact, every aspect of this classic 911 received attention, culminating in a superb Porsche, which presents exceptionally well today. A veteran of many European road trips, it drives brilliantly, wanting for nothing. Historics Auctioneers has set the lower estimate at £48k.

The same figure applies to the lower estimate of the 1996 993 Carrera offered in the same sale. First delivered to Glenvarigill Porsche on 23rd March 1996, this fantastic 911 has led a pampered life. Ordered in Midnight Blue Metallic and with optional

fresh MoT valid until October 2024, the beautiful blue Carrera has covered just 10,656 miles in the vendor's fourteen-year ownership. Reported to run and drive just as you would expect a Porsche of its pedigree, this stunning 993 is only being sold to thin out its owner's collection.

Rounding out the three Porsches currently scheduled to make an appearance at Mercedes-Benz World is an intriguing 1976 911 Targa restomod, listed with a lower estimate of £120,000. The car enjoyed a full, no expense spared ground-up restoration and modernisation carried out by 911 Rennsport at the firm's state-of-the-art facility in the Cotswolds during 2018. Finished in Mode Grau, the semi-open-top backdate benefits from composite front and rear bumpers, wide wheel arches and a blueprinted Carrera 3.2 engine and Getrag G50 five-speed gearbox. Bosch Motronic fuel injection and a stainless steel exhaust system feature, as do 911 Turbo (930) brakes, short anti-squat RSR aluminium rear trailing arms, updated 930 torsion bars





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and matching anti-roll bars. The interior is characterised by hand-woven black lamb's leather paired with lashings of Alcantara.

Rennsport has taken care of all annual servicing and maintenance since completion of the build, with the last service carried out in June. Moreover, the car has covered only five thousand dry miles since returning to the road with its hugely revised specification. This stunning 911 was used by Rennsport as its Goodwood Revival show car in 2018. Due to its original registration occurring in January 1976, it is exempt from ULEZ, road tax and MoT testing. Interested? Pop along to Brooklands and get bidding.

The annual NEC Classic Car Show also takes place in November and will present a

Porsche Zentrum Olympia Park. The last full service was carried out at Porsche Centre Louvain-la-Neuve in Belgium on 25th October 2022 at a cost of €9,052.

The same auction saw a 2005 Carrera GT sell for €908,500 and a stunning one-owner 2014 918 Spyder fetch €1,207,500. Hardly used, the bright red super-PHEV has racked up just 395km from new, which is either an amazing achievement or totally criminal, depending on your viewpoint.

As outlined on page nineteen of this issue of *911 & Porsche World*, RM Sotheby's is presenting The White Collection, a fleet of more than sixty cars from a single-owner. Fifty-six of the lots are rare white Porsches,, but allow us to let you into a not-so-well-kept

## ONE OF ONLY 306 EXAMPLES OF ITS KIND (ESSENTIALLY A 968 CLUB SPORT WITH COMFY SEATS) AND NEVER USED ON TRACK, THE CAR RUNS AND DRIVES BEAUTIFULLY

selection of top-tier vehicles for sale through Iconic Auctioneers (formerly Silverstone Auctions). Old and new-ish Porsches are represented, the former by a 1970 911 T Targa, imported to the UK from California in 2015 after a full respray. When in Blighty, the car was handed to Prill Porsche Classics, where it was fully serviced and prepared for action on UK roads. Thereafter, it has been maintained and serviced by Carrera Performance and Nine Excellence. The lower guide price is a not unreasonable £60k.

The same auction will present a 2005 997 Carrera S and a 2016 991 Carrera, as well as a late UK-supplied 928 GTS finished in Aventurine Green. First registered on 31st August 1995 and covering only 67,604 miles from new, this 5.4-litre 'land shark' was handed to Autofarm with instruction for a light recommission in mid-2022. The vendor appears to have become rather enthusiastic, resulting in an eleven-page invoice outlining costs totalling £28,638. As can be seen from our image, the car looks fabulous — the recent expenditure seems entirely justified.

Bonhams delighted with standout results at its Zoute Sale on 8th October. A 1995 993 GT2 with just 12,840km on the clock sold for €1,035,000. Initial post-delivery inspection was carried out on 3rd June 1996 at Mizwa Motors in Japan, where the Porsche was maintained continuously until 7th July 2007, after which it returned to Europe — it was registered in Monaco, then sold to a buyer in Munich and subsequently serviced at

secret: they're joined by a few non-white Porsches. Standing out like the proverbial sore thumb is a 1953 356 Pre A 1500 (chassis 50748) finished in deep red. There's a 1958 356 A 1600 Speedster, too (budget at least \$450k), although we were rather more taken by the 1997 993 GT2 entered with a lower estimate of \$2,000,000. Very much white, the car currently shows just 9,461 miles and is desirably equipped with air-conditioning, locking differential, white fog lights, power steering, Speedline split rims, front strut brace and a Porsche CR-3 radio.

Rather more affordable is Editor Furr's Slate Grey 1994 968 Sport. After much deliberation, he has decided his 944 Turbo is in need of a return to the road and, regrettably, will have to part with the later transaxle, which boasts long-term single ownership from 1997 through to 2022 and a recent full retrim in model-specific OEM Sport fabric, as well as professional wheel refurbishment, brand-new Michelins, an engine overhaul, new lights, a life of servicing at Porsche Centre Silverstone and recent dry ice cleaning of the engine bay, documented in this very magazine. One of only 306 examples of its kind (essentially a 968 Club Sport with electric windows and comfy seats) and never used on track, the car runs and drives beautifully. Tempted? Contact Dan via [@furrfleet](#) on Instagram or by emailing him at the usual address. ●





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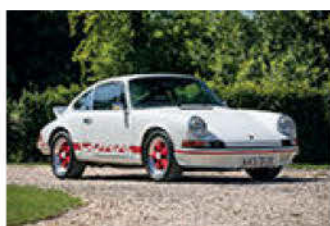
### PORSCHE 911



**2012, £50,995.** 2012 PORSCHE 911 CARRERA GT. Finished in unmarked Carrera White with Black Hide PDK 7 speed transmission with steering wheel paddles. Specifications include Sat Nav, Cruise Control and Launch Control, Climate Control, Heated Seats and Rear Park Assist. 66,000 miles with Porsche Dealer Stamps at 6231 miles, 22951 miles, 50,139 miles and 58,716 miles. Comes with all the original Porsche Book Pack in the leather wallet, invoices for all the services etc. Exceptionally well looked after example with a very good Specification. International transportation can be arranged. Part exchanges of both classic and modern cars welcome. Please call 01485 541526, South East. (T)

116613

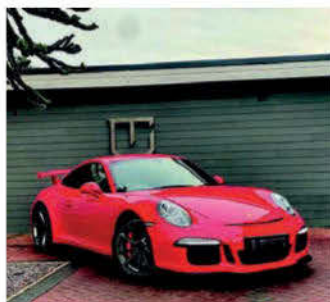
### PORSCHE 911



**1984, £89,995.** From 1984 this 911 RS tribute utilised a C16, right-hand drive 3.2 Carrera Coupé as its starting point. Specifically, this was a healthy well-serviced example with a good history file. This tribute car presented here pays homage to the legendary 1973 2.7 RS, echoing that famous silhouette very well, and was professionally built. Please call 01798 874477, South East. (T)

116683#

### PORSCHE 911



**£99,840.** Previously supplied by ourselves in 2019 to the current keeper, this is a GT3 we know well and adore. The comfort spec cars are just so easy to live with and are just as happy on the dual carriageway as they are on track. Please call 01229 486315, North West.

112557

### PORSCHE 911



**1989, £84,995.** This car is now an incredible package, its beautifully finished and presenting in exceptional condition with a top quality body-shell and paint finish. The original interior is beautifully presented and well kept, and on the road this 911 is impressive with its strong, fit, recently rebuilt engine, smooth manual transmission and in typical 911 fashion offers. Please call 01944 758000, Yorkshire and the Humber. (T)

119350

### PORSCHE 911



**2006, 86000 miles, £31,995** 997.1. Carrera S 3.8. First registered in 2006 this Dark Grey C2S 6 speed manual comes in a great condition with high spec including sports seats, immaculate 19 inch Sports Design wheels with plenty of tread on the Michelins Cup 2. Please call 07801 525231, Greater London.

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**1994, 54000 miles, £45.95.** 993 CARRERA CABRIOLET 3.6 Tiptronic. I am delighted to present for sale my beautiful Porsche 911 993. Owned by me for the last 18 years. Always garaged. USED sparingly only in the summer months. Two previous keepers. Please call 07957212299, Greater London.

120815

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**2001, 112000 miles, £42,250.** PORSCHE 911 TURBO FOR SALE. C16 UK Car, Porsche Exclusive Manufacture, Manual Transmission, Non Sunroof, Sports Hardback Seats, Extensive History, 2002 Model Year. Taunton, Somerset. £42,500. , South West.

120448

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120121

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**1988, 665000 miles, £15,000.** Porsche 924S Lemans. Only 66k miles. Meticulously maintained By a Porsche enthusiast. One of only 37. Fast appreciating classic. Just 3 owners from new. Vehicle History 1 of 37 RHD UK-market cars in Alpine White; effectively 'Club Sport' editions aimed at enthusiasts to celebrate the culmination of the 924-production. Please Call 07729733396 , South East.

119660

## PORSCHE 928



**1990, 72,000 miles, £42,000.** We are very pleased to offer this stunning and rare 928GT. One of just 38 right-hand drive and manual gearbox 928 GTs and finished in the highly desirable Guards Red with Linen Leather. Fully documented history, 5 Speed manual gearbox, Limited Slip differential, Full electric seats, Height adjustment, Air conditioning, Electric Sunroof, Electric Door Mirrors, Porsche book pack. Please call 01765 609798, Yorkshire and the Humber. (T).

117274

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**928 S4 1990.** Rare Tahoe blue, £55k plus recently spent on body, engine and interior by Porsche approved body shop and centre for Porsches 40 years at the front dealer competition. Please call 07803042618, Scotland.

114682

## PORSCHE 944



**1987. 2 Previous owners** current owner 18 years, 94 000 miles, summer use only, always garaged, well maintained and in excellent condition. Please call 07747020758, South West.

116025

## PORSCHE 944



**1991, 96000 miles £25,995.** Porsche 944 Turbo Cabriolet (first reg August 1991) 95. 6K mileage. One of only 100 RHD made Full documented history. In the last three years , has a full belts overhaul , full fluids replacement (engine, gearbox , diff etc), new RMS and Clutch , brake overhaul etc. Cam tower gasket replaced. The care has a uncracked dashboard and working clock. Please call 07855794548, East of England.

118408

## PORSCHE 944



**1990, £16,000.** Original except for new w/pump, belts, rollers, cam chain, alternator, fuel pump, battery, discs, pads, hoses, exhaust, fliter, plugs. Please call 07818680583, South East.

115620

## PORSCHE 944



**1989, 130000 miles, £7,750.** Porsche 944 Lux Auto c/w private plate for sale, I have owned this car for approximately 5-6 years. A very reliable daily classic, easy to own and a great cruiser! In vgc with full service history - refurbished wheels and good bodywork, the underside is solid and has been undersealed for max protection. Please call 07841757124, South West.

11101

## PORSCHE 944



**1990, 123000 miles, £28500.** Porsche 944Turbo (1990) for Sale. Built in December 1989, this model year 1990 Porsche 944Turbo is being offered for sale. First registered in August 1991. Freshly MOT'd by OPC Solihull, this car is in superb condition with superb paintwork. Please call 07825621020, West Midlands.

120639

## PORSCHE 993



**1994, 54400 miles, £45,950.** 993 CARRERA CABRIOLET 3.6 Tiptronic. I am delighted to present for sale my beautiful Porsche 911 993. This fabulous example is finished in Metallic Silver complimented with navy blue leather upholstery and a navy power mohair hood with a matching Tourneau cover. Please call 07957212299, Greater London.

120816



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## PORSCHE 996



**2003, 58776 miles, £16,500.** 2003 PORSCHE 911 edition with low mileage of 58k. Full Porsche owner manuals and literature folder. No receipts with the car so cannot say what preventative maintenance work may have been done (ims and rms etc) Up to date service book. Please call 01443 206597, Wales.

111109

## PORSCHE 997 911



**2010, 66000 miles, £64,999.** Gen 2 997 turbo with FPSH. Basalt black with black leather interior. PDK and sports chrono. Other extras include an LSD, heated seats, sunroof and parkassist. Plenty of tread Bridgestone tyres. Comes with a fitted Porsche cover and has an active Porsche tracker. Had the car for three years and had a major service last year at Porsche Perth. Please call 07942357932, Scotland

114651

## PORSCHE BOXSTER 2003



**2003, £57,000.** Registered new in May 2003 as a Porsche Boxster 986 2.7, this particular car was transformed into this homage of the original 356 Speedster by Iconic Autobody. With its retro bespoke coachwork there is still the modern drivetrain and chassis of the original Boxster, therefore the same driving characteristics have been maintained. Finished in Porsche Please call 07577 575770, South East. (T)

113394

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113703

## PORSCHE BOXSTER



**1998, 121000 miles, £5,495.** Possible Swap? 07957186048, orsche boxster 986 convertible, £5495 px swap ?rare red in colour and triptronic with steering wheel shift, as can be seen in photos the car is in very nice condition for its age, been in family for yrs ,Please call 07957186048, East Midlands.

116146

## PORSCHE BOXSTER



**2003, £9,750.** 2003(03) Porsche Boxster 3.2 S. Metallic Basalt Black with Black leather and Black power soft top. Facelift model with the glass heated rear window and clear indicator lenses. 6-speed manual, power steering, ABS, Porsche stability management, automatic air-conditioning, headlamp wash, factory alloy wheels, xenon headlights. Please call 01277365415, East of England. (T)

113353

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120710

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120778

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113187

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118068

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117777

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120139

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119873



## PORSCHE



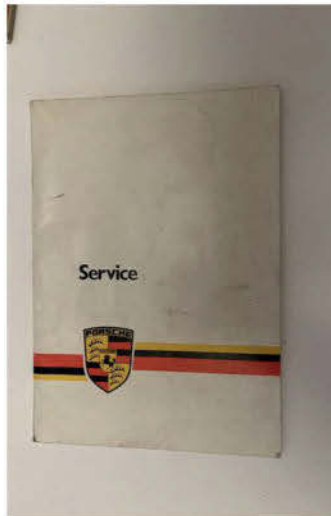
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## ADVERTISEMENT INDEX

2911 Ltd	2	Ninemeister	5
Alexanders Prestige	17	Northway Porsche	
Anglo American Oil Co	101	Specialists	48
Augment Automotive	89	Paragon GB	13
Autolight Systems	4	Parr Garage	131
Beverly Hills Car Club	30	Patrick Motorsports	69
Brey Krause Manufacturing	4	Pelican Parts	27
Cavendish Porscha	32	Pie Performance	49
Classicline Insurance	125	Porsche Centre Wilmslow	53
Club Autosport	53	Porsche Club GB	125
CMS Porsche	111	Porsche Torque	108
Dansk	77	Portiacraft	101
Dave The Trimmer	111	Quorn Sports & Classics	89
Design 911	9, 105	Reap Automotive Design	111
DW Performance Cars	53	Reason Porsche	101
Elephant Racing	41	Rennline	29
EMPI	25	Rennworks	73
EPS Vertex Automotive	109	Richbrook	
Export 56	8	International	110, 111
Fabspeed Motorsport	57	RM Auctions	21
Goodwood Classic		Road & Race Restoration	81
Solutions	123	RPM Specialist Cars	81, 89
Harbour Cars	48	RPM Technik	8
Hartech Automotive	32	Seacoast Specialist Cars	65
Hayward & Scott	110	Spirit of Le Mans	108
Hillcrest Specialist Cars	110	Sportwagen Eckert	85
Historics Classic and		Stoddard	37
Sports Car Auctions	23	Tarett Engineering	
IPD Plenums	45	Tech 9 Motorsport	132
Jasmine PorschaLink	69	Timothy McElroy	111
Kelsey Christmas Portfolio	115	Westwood Cylinder Liners	48
Kelsey Christmas Products	118	William Hewitt	
LN Engineering	69	Porsche Specialist	108
Machine Mart	110	<b>Classifieds</b>	
Marque 21 Racing	110	Prestige & Performance Cars	
Max Protect	95	Roger Bray Restoration	
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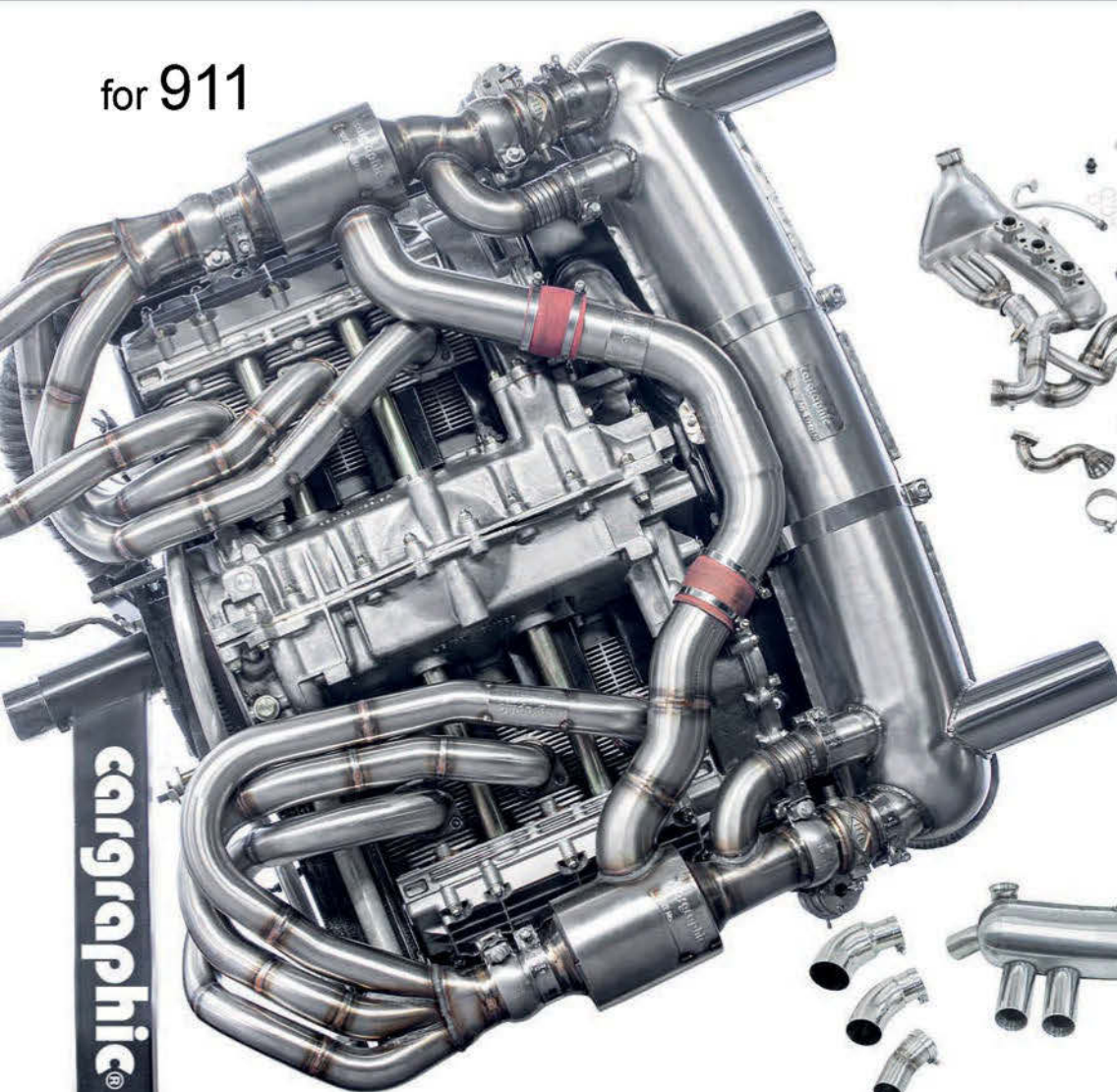
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